THE EVENING TELEGRAPH.

VOL. XIV—NO. 20. PHILADELPHIA, MONDAY, JULY 25, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

The French Advance.

A Probable Delay.

The Pressure on Denmark.

The Skirmish on Saturday.

Napoleon's Headquarters.

The Fortress of Strasbourg.

Prince Leopold's Candidacy.

The Official Announcement.

Etc., Etc., Etc., Etc., Etc.

THE "TRIBUNE'S SPECIAL."

An American Correspondent in the French Lines—The Defensive Works at Metz—Probable Delay in the French Advance—Denmark to be Forced into Hostilities with Prussia.

The New York *Tribune* of this morning has the following special cable telegram:—

LONDON, July 24—Midnight.—The special correspondent of the *Tribune* on July 21 visited three camps formed around Metz, and was allowed to inspect the forts of St. Quentin. Full information was furnished by the officer who took him through the fortifications. The work upon the forts was to be finished within twenty-four hours. Sixty cannon were brought into position. Ditches, casemates, bomb-proof barracks, etc., were in process of construction on an immense scale.

This is intended not merely to defend Metz, which was before sufficiently fortified, but to protect a vast encampment like the one at present, or, perhaps, to give shelter to a beaten army. The fact that these additional works were commenced months ago is a clear indication that France has been preparing so as to be ready, upon the first opportunity, for an aggressive war.

There are two forts of St. Quentin, commanding the broad valley of the Meuse and the approaches to the town. Their guns would play with tremendous effect upon any enemy advancing through the valley to attack the town. In the valley itself there is ample shelter for a whole army, guarded on one side by the guns of the town and on the other side by those of the forts.

Officers did not expect to leave for the frontier in less than eight days. A Prussian captain of engineers had just arrived in the fort, captured as a spy. Marshal Bazaine and staff are in Metz, and their horses stand all day saddled before the hotel, but there is no forward movement yet made. There have been great difficulties in bringing supplies forward, not only from Paris, but from all the country about Metz. All the horses were seized, and even meat and vegetables are beginning to fail. This seems to indicate that French movements may yet be for some time delayed.

A special despatch from Paris says that some Prussian troops passing through the Black Forest toward Basle had several detachments stopped by the Swiss, who have a corps of observation numbering 25,000. At McMahon's headquarters in Strasbourg a strong French force is massing to prevent a surprise. Through the defiles of Vosges troops are pouring into Strasbourg from Besancon. Everything seems to indicate that the first great blow will be struck in that vicinity. There is a fleet of French gunboats at Strasbourg. The great force is sent thither by railway.

A French frigate has been despatched to the Scotch coast to collect seamen from the fisheries. The French War Office is taking extraordinary precautions with a view to secrecy. Bureau chiefs are prohibited intercourse outside their departments. All instructions proceed direct from the War Minister, and not through subordinates.

The special correspondent of the London *Daily News* in Paris states on Saturday that France is resolved to force Denmark into hostilities against Prussia, notwithstanding the determination of the Danish Cabinet to remain neutral; that a French squadron will appear before Copenhagen and occasion a movement that will overthrow the Ministry and save the Danes from Prussia in spite of themselves.

McCullough Torrens will this week ask the English Government whether the statement is true which has been received by telegraph from America, that Clarendon, replying to a communication from Motley, had declined to reopen the Alabama negotiations, and if this be true, whether the Government will produce the correspondence. The tone in English ministerial circles is rather indifferent to the protection of Belgian neutrality. English relations with France are less strained than they were a few days ago. Some fears are expressed that the English Government will be found to have been too deferential to Napoleon, and doubts are expressed whether the whole correspondence will be published. G. W. S.

THE "SUN'S" SPECIAL.

Bloodshed at Last—Two Prussians and Several Frenchmen Killed During a Reconnoissance.

The New York *Sun* of this morning has the following special cable telegram:—

LONDON, July 24—Midnight.—Despatches received here both from Forbach and Coblentz say that a Prussian force on Saturday crossed the line between Saarlouis and Forbach, for the purpose of making a reconnoissance in the direction of Metz and St. Avond.

Soon after crossing the river they met a French outpost, near the small village of Carling, some seven miles north of St. Avond. A sharp skirmish ensued. The French chasseurs charged the Prussians, and the latter retired, leaving two men upon the field. A despatch from Coblentz says that it is believed that ten or twelve Frenchmen were killed. The French despatches do not mention the loss on either side.

This bold move of the Prussians has been followed by a French reconnoissance on Prussian soil, which it is said was entirely successful.

STRASBOURG.

The Imperial Headquarters—The City and its Fortifications—Napoleon's Attempt upon the town in 1836.

Napoleon has made his farewell speech, but the latest despatches say that his departure for the front has been delayed a few days. The authorities at Strasbourg, however, are busy preparing quarters for him and his staff, in view of that city being made the headquarters of the army during the early stages of the war.

The City of Strasbourg,

in German spelled Strasburg or Strassburg, is a strongly fortified city of France, on its extreme eastern frontier, and is situated on the west bank of the river Ill, about a mile from the left bank of the Rhine, to which its glacis extends. It is 250 miles east by south from Paris, and is the capital of the French Department of Bas-Rhin. It has a population of about 90,000, chiefly of German descent, but who are said to speak both French and German with equal difficulty and defect.

The city is supposed to have been founded by the Romans, under the name of Argentoratum, as a barrier against the incursions of the Germans. They ultimately made themselves masters of the place, however, and retained possession until they were driven back across the Rhine by Clovis. In the sixth century the ancient name was changed for that of Strasbourg. In the early part of the tenth century the city passed under the dominion of the German Emperors, becoming a free city and being governed as a republic. After the Reformation it became Protestant, and remained such until 1681, when it was seized by Louis XIV and annexed to France. Nearly two centuries have elapsed since then, but it still retains, in appearance, people, and language, the general characteristics of a German town. The cable telegrams, however, represent that the people are so enthusiastic in their support of Napoleon at present as to offer up prayers daily for the success of the French arms, the churches being crowded with woman on these occasions.

The river Ill flows through a part of the town in a northeast direction, has many branches, and is crossed by several wooden bridges. The streets generally are narrow and crooked, but the principal thoroughfares are broad and attractive, and there are several fine squares. The houses are lofty, well built, and have steep roofs. There are in the city a large number of prominent public buildings, including fifteen churches. The largest of these, the Cathedral, is considered one of the finest Gothic structures in Europe. Originally founded in 504, it was almost entirely destroyed by lightning in 1007. The present building was commenced in 1015, but was not completed until 1439. The principal dimensions of the Cathedral are:—Extreme length, 357 feet; height of ceiling, 79 feet; length of transept, 140 feet, and breadth of the nave, 35 feet. The west front, which is richly decorated with sculptures, statues, and bas-reliefs, and contains a circular window 48 feet in diameter, rises to the height of 230 feet. Far above this, however, towers the spire, the loftiest in the world, to a height of 466 feet. From the peculiar location of the town, a splendid view of the country for miles around is afforded by an ascent to the top, this grand panorama being one of the chief attractions of the city to the tourist. The authorities a few days ago put a temporary stop to all ascents of the spire by strangers, as the movements of the two hostile armies can be seen from its summit.

The Fortifications of Strasbourg

are of a formidable character, having been greatly improved under the supervision of Vauban. Improvements have been going on for many years, and important additions are still in progress. The fortified city is of triangular form, enclosed by bastioned ramparts, strengthened by numerous outworks, and entered by seven gates. At its eastern extremity is a strong pentagonal citadel, built by Vauban. The city stands upon level ground, and is nearly six miles in circuit. Numerous outworks and detached forts, large and small, finished and unfinished, add to its strength, and in connection with the citadel on the eastern side contribute so much support to the main works as to render the fortress almost equal to that of Metz. The bastioned wall is surrounded by a moat filled with water, and by means of numerous sluices the whole surrounding country may be overflowed. The defenses of the city depend greatly upon these aqueous appliances; but a special despatch to the London *Daily News*, dated the 21st inst., stated that the water was then so low as to materially weaken the fortifications. At the latest accounts there were 6000 soldiers garrisoned in the city, and 10,000 in camp in the immediate neighborhood.

Further up the Ill lie the large towns of Schlettstadt and Colmar, the former being fortified by a bastioned work, with ravelins and wet ditches. It secures the important communications, by rail and otherwise, along the plain and over the mountains.

The German Town of Kehl

is located on the right bank of the Rhine, directly opposite Strasbourg and near the mouth of the Kinzig, in Baden. The place is insignificant, except in a military way, its population being less than 1500. It was fortified by Vauban, and was formerly a German bulwark against France, but its fortifications have been dismantled. It communicates by a short branch railway with the Basel and Baden Railway, and is consequently readily accessible to the Prussian troops. Kehl has long been connected with Strasbourg by a bridge of boats across the Rhine, strongly fortified on the French side. Late on Friday afternoon the Prussians blew up the eastern end of this bridge, thus breaking the communication between the two banks of the Rhine.

Napoleon's Attempt on Strasbourg in 1836.

When the Emperor of the French arrives in Strasbourg, to establish his headquarters there, it will not be the first time that he has found himself in that ancient stronghold. In 1836, while an exile from France, and living in obscurity at Ahrenenberg, in Switzerland, he formed the ridiculous design of attempting almost single-handed to overturn Louis Philippe and set himself upon the vacant throne. Having perfected his plans, he selected Strasbourg as the first point of attack. This city, with its strong garrison, its associations with the first Napoleon, and a population not very well affected towards the existing government, seemed to him a favorable point for a demonstration. In the event of success he intended next day to march towards Paris, rousing and arming the intermediate provinces, and taking with him the principal garrisons on the route, hoping to reach the capital before the Government could take any effective measures against him. In June, Napoleon proceeded to Baden-Baden, where he succeeded in winning over Colonel Vaudrey, who was in command of the artillery in the garrison of Strasbourg. In August he paid a secret visit to that city, where he had an interview with fifteen officers who promised to co-operate with him. He then returned to Switzerland, while his adherents were perfecting the plot. The project, however, was a miserable failure, and Napoleon was taken prisoner, detained at Strasbourg from October 30 to November 9, and then conducted to Paris. His life was spared on condition of his going to the United States. This he did, under protest, but soon returned to Europe, to engage, in 1840, in the equally ridiculous and abortive attempt upon Boulogne.

LEOPOLD'S CANDIDACY.

The Official Announcement by Spain—Her Circular to her Diplomatic Representatives.

The following is the circular, just received by mail, which Spain addressed to her diplomatic agents at foreign courts, announcing the candidacy of Prince Leopold. The circular is accompanied by an order that it should be read to the Minister of Foreign Affairs at each several court, and a copy left with him. It is dated Madrid, July 7, and signed 'Praxedes M. Sagasta:"—

The important declarations made in the Constituent Cortes by the President of the Council, on the 11th of June ult., are known to your Excellency. While exposing to the representatives of the Spanish nation the steps taken, up to that time without any result, to find a candidate to the throne, he showed them that as well the provisional government as the executive power, and afterwards the government of his Highness the Regent, had honored him with the most unlimited confidence, authorizing him to take all steps and to enter into all the necessary negotiations in order to arrive at a satisfactory solution of this grave question.

Invested with these ample powers, Genera Prim had in his favor, in the discharge of his difficult mission, and besides his high personal political position, the moral authority of the whole Government, the strength given by unity of purpose and of action, and the guarantee of the most absolute secrecy (*reserva*). It was to be hoped, then, in spite of the unfortunate issue of his first proceedings, that he would succeed in vanquishing difficulties of every kind, and in proposing to his colleagues in the Government, and presenting to the approbation of the Constituent Cortes a candidate worthy to assume the crown of Spain and equally acceptable to all the men of the great Liberal monarchical party.

The government cherished this confidence, which has not been disappointed, and to-day it has the satisfaction of announcing through me to your Excellency that in the Council of Ministers held at La Granja on the 4th of the current month, under the presidency of his Highness the Regent, Prince Leopold of Hohenzollern-Sigmaringen was designated as candidate for the throne of Spain. The entirely favorable circumstances combined in this prince, and the good reception given by the public to his designation, inspire the government with the agreeable hope that its candidate will very speedily be named king by a large majority of the Cortes, thus closing the glorious constituent period which began in September, 1868.

The situation created by the September revolution, which so radically changed the political conditions of our country, could be maintained without inconvenience under a provisional form of government until such time as the Cortes had voted the monarchical constitution of the country. From that moment the state of interim became a peril, because it left the idea which had been revealed as the genuine aspiration of the Spanish heople without the weighty sanction of acts; and if the government had not the means of realizing that idea, its enemies would naturally gain fresh strength, favored by the state of interim, which opened a field to every kind of senseless hope. Hence arose a difficult situation, from which escape was possible, thanks only to the constant efforts of the Government and to the staunchness of the immense majority of Spaniards; and certainly an admirable spectacle has been offered to the world by our country, traversing a revolutionary period of two years in the midst of a tranquillity of which, under similar circumstances, the most civilized countries scarcely afford an example.

But public opinion, at home and abroad, imperiously demanded an end to this state of affairs. At home the wish was vehement to crown the work of the revolution; and foreign friendly Governments, as your Excellency has had opportunities of observing, repeatedly manifested their desire to see a definite settlement consolidated in our country, dispelling fears of future complications. This, then, is the happy event the Spanish Government to-day has the honor of announcing, and which I doubt not will be learned at that court with the greatest satisfaction.

Prince Leopold, should the vote of the Cortes place him on the Spanish throne, will be a constitutional king, with the most democratic constitution now existing in countries where liberal institutions prevail, and his Government, consequently, cannot do less than obey, like the present one, the inspirations of the public mind, which will not change because a foreigner may come to occupy the post of first magistrate of the nation. He will be a Spaniard from the moment that he shall ascend the throne of St. Ferdinand, and as such, and from an excusively Spanish point of view, he will continue and affirm the work of the September regeneration of the nation, aided by the strictest neutrality abroad, which may permit it to consecrate all its strength to the development of the moral and material interests of the country; and nothing will have sufficient power to make Spanish policy change its present direction.

The Government of the Regent, working with perfect freedom to bring about the necessary monarchical solution, has acted exclusively for itself, negotiating directly with Prince Leopold. It has never occurred to it for a moment that its honor would allow it to admit the least influence of a foreign cabinet. I especially invite your Excellency's attention to this point, because it is of the highest importance to show that in this affair the Regent's Government has only obeyed its own inspirations, and that no motive of national interest abroad, and still less of foreign interest, has guided its President in the course of this negotiation.

The nomination of Prince Leopold of Hohenzollern-Sigmaringen in no way affects the friendly relations of Spain with the other powers, and much less can or ought to affect the mutual relations existing between those powers.

—A young mechanic from London, Canada, a few days since made several ineffectual attempts to plunge into the spirit land by throwing himself, head foremost, upon a heap of sharp-pointed stones, because he failed to procure employment, and had made an appointment to meet his young wife on the following Saturday.

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

France on Another Tack.

Projected Treaty with Prussia.

Combined War on Europe.

Prussian Raid Over the Border.

New French Minister to Washington

Advices from the Pacific.

Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Highly Important Intelligence—Projected Treaty Between France and Prussia.

LONDON, July 25.—The *Times* this morning publishes a projected treaty submitted by France to the Prussian Government, and guarantees its authenticity. The following are the points of this document:—

The preamble sets forth that the King of Prussia and the Emperor of the French, in order to strengthen the ties of friendship between the two Governments and peoples, etc., hereby conclude the subjoined treaty. In the first article Napoleon admits and recognizes the late acquisitions of Prussia from Austria. In the second the Prussian King engages to facilitate the French acquisition of Luxembourg. In the third the Emperor acquiesces in the union of the North and South German States, Austria excepted. In the fourth, France finding it necessary to absorb Belgium, Prussia lends her assistance tg that measure. The fifth article is the usual one of offensive and defensive alliance between the two nations.

The Toulon Fleet—French Evacuation of Rome.

PARIS, July 25.—The Toulon fleet sailed today to reinforce that of Cherbourg. The gradual evacuation of Rome has been decided upon.

The Norderney Pilots.

LONDON, July 25.—The inhabitants of Norderney and other islands near the mouth of the Elbe have all removed, in order to leave the French fleet in those waters without experienced pilots.

Prussian Raid Across the Border.

Information has been received here that on Sunday a body of German Uhlaner-Lancers passed the border near Saarbrucken, tore up the rails for a long distance on the Metz Railroad, destroyed the viaduct, and returned to camp without loss.

The French Concentrating at Dunkirk.

A French force is concentrating at Dunkirk, on the coast near the Belgian frontier.

Prisoners Taken by the French—The Emperor and his Ministers.

PARIS, July 25.—The journals of Metz say the French have taken forty prisoners thus far.

The Emperor presided at the Council of Ministers yesterday.

The New French Minister to Washington.

PARIS, July 25.—The *Journal Officiel* this morning contains a decree nominating Viscount J. de Treilkard, at present Envoy Extraordinary and Minister Plenipotentiary to Chili, as French Minister to Washington, vice M. Prevost-Paradol, deceased.

This Morning's Quotations.

LONDON, July 25—11·30 A. M.—Consols, 88¾ for both money and account. American securities flat. United States five-twenties of 1862, 82; 1865, old, 82; 1867, 81; ten-forties, 80. Stocks flat. Erie, 16½; Illinois Central, 104; Atlantic and Great Western, 22.

LIVERPOOL, July 25—11·30 A. M.—Cotton steady; middling uplands, 8⅜d.; middling Orleans, 8½d. The sales will probably reach 12,000 bales. California Wheat, 11s. 9d.; red Western, 10s. 1d.; red winter, 10s. 11d.

LIVERPOOL, July 25—11·30 A. M.—Common Rosin, 5s. 9d.@6s.

ANTWERP, July 25.—Petroleum closed at 50 francs on Saturday night.

FROM NEW YORK.

Cable Messages.

NEW YORK, July 25.—The following instructions have been issued by the Western Union Telegraph Company in regard to the transmission of cable messages:—

The cable companies will, without extra charge, forward all American business for foreign points by the most reliable routes with which they have regular connections, particularly avoiding at the present time the transmission through France of messages which might be delayed or altogether suppressed on account of their contents or destination.

The French Government having refused to pass Prussian-German messages in cipher over their lines, such despatches will be sent via Valentia and London. The companies will observe any special directions as to routes which may be inserted by the sender. The insertion of the words "via Falmouth" will secure the transmission of messages through the new submarine cable to the States mentioned below at the rates annexed:—Via Galmouth, from London to Spain and Portugal, for 20 words or less, $2·25; Gibraltar and Malta, $2·50; Italy and the Papal States, $3·75; for each ten words or a fraction of ten above 20, half of the above rates.

New York Stock and Money Market.

NEW YORK, July 25.—Stocks dull. Money 4@5 per cent. Gold, 120⅞. 5-20s, 1862, coupon, 109; do. 1864, do., 109; do. 1865, do., 109; do. 1865, new, 107½; do. 1867, 107½; do. 1868, 108¼; 10-40s, 106½. Virginia sixes, new, 60; Missouri sixes, 88¾; Canton Company, 61; Cumberland preferred, 35; New York Central and Hudson River, 93; Erie, 22; Reading, 93¼; Adams Express, 65; Michigan Central, 118; Michigan Southern, 90½; Illinois Central, 130½; Cleveland and Pittsburg, 105½; Chicago and Rock Island, 112¼; Pittsburg and Fort Wayne, 91; Western Union Telegraph, 34.

FROM THE STATE.

Suicide at Scranton.

Special Despatch to The Evening Telegraph.

SCRANTON, Pa., July 24.—C. G. Drinker, of Clinton, committed suicide at the Wyoming House in this city, early this morning, by shooting himself through the heart. No cause has yet been assigned for the act.

FROM THE PACIFIC COAST.

SAN FRANCISCO, July 24.

The French Subscription

for the sufferers of that nation in the European war now reaches $6000, and is increasing rapidly.

Obituary

John H. Mack, the negro minstrel, died at San Arfael yesterday.

The Bullion Product

of twenty five claims of the Comstock lode for the first half year amounts to $3,829,000.

The Harvest in Oregon

this season exceeds that of any former year.

The Northern Pacific Railroad Survey

was commenced yesterday at Olympic, Washington Territory.

FROM WASHINGTON.

WASHINGTON, July 25.

Special Despatch to The Evening Telegraph.

The U. S. Steamer Narragansett,

of the North Atlantic fleet, has been ordered to proceed to the coast of Venezuela and visit the ports of La Guayra and Puerto Cabello.

Important Rumor.

There is a rumor afloat that a naval vessel which has recently been fitting out at a Southern navy yard has sailed or will sail in a few days for Lisbon, Portugal, and there join the European squadron.

The Weather at the Seashore.

JULY 25—9 *A. M.*	*Wind.*	*Weather.*	*Ther.*
Cape May	W	Clear	82
Atlantic City	N	Clear	76

THAT MARRIAGE EXTRAORDINARY.

The Groom of 20 and the Bride of 70—Chapter Second, and the Denouement.

In the *Commercial* of June 13 was published an account of the rather novel manner in which a young man of this vicinity settled a forty dollar boarding account in Perryopolis, Fayette county, by marrying his landlady, a widow of three-score and ten years. In that account it was related how the young husband, aged but 20, was seen early in the morning following the tying of the nuptial knot, with a carpet-bag in one hand and a step-son's boots in the other, pedestrianating in the direction of Layton's Station, on the Connellsville Railroad, and how in the course of time he reached his home in Birmingham and privately informed his friends how sick he had become of married life. Since the publication of the first and, as it was then believed, the only chapter in that singular transaction, additional facts have come to light which place the affair in quite a different aspect. The first chapter did nothing more than to present the amusing feature of a youth of twenty wedded to a very aged widow, and all because he owed, not "for a lodge," but for lodging and for hash. Now for chapter second and the *denouement*:—Finding herself suddenly deserted so soon after the nuptials, the wife of a few hours set on foot such investigation as enabled her, within a week from the time of the gay Lothario's disappearance, to trace out his whereabouts. With this valuable (?) piece of information the old lady at once proceeded to Birmingham, where she found her "long lost" and induced him to return with her to Perryopolis. But the end is not yet. The startling discovery has been made that there resides a woman on the "South Side," young and fair, who is the lawful wife of the young and expeditious settler of board bills. And more, the young wife has learned the worst, and is now puzzling her brain with sundry hard conundrums, such as "Why has he neglected her?" and "Why has he abandoned the dominion of youth and beauty for that of age and decrepitude?" Evidently that young wife has never experienced the difficulties which attend the settlement of bills without cash. If she knew all it is not probable that she would now be indulging in foolish exhortations to the young scamp to return to her, and in her pure embrace to soothe his bruised heart, and to accept the bitter past as wholesome medicine. On the contrary, she would feel strongly inclined to give him a bruised head and to pray that no medicine would cure it.

This chapter leaves the youth in the custody of the old woman at Perryopolis, and the reader may patiently await further developments.—*Pittsburg Commercial.*

VIOLENT STORM ON THE OHIO.

Warehouse Burned and Four Men Killed

We learn from the officers of the steamer Ben. Franklin that the storm that visited our city last evening raged with great violence on the river between here and Madison, Ind., doing great damage to property, and causing the loss of several lives. Two horses at Rising Sun, Ind., were struck by lightning, which also paid its attentions to Carrollton, Ky., where two dwellings were struck and other damage done. About seventy miles below this city, on the Indiana side, four men, named respectively Ginhart, Shanks, Dumont, and Butler, were struck and instantly killed. At Madison the lightning struck a large warehouse near the Railroad Depot, setting it on fire and destroying the building, together with its contents, including 175 barrels of oil.—*Cincinnati Times, 22d.*

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, July 25, 1870.

The week opens on a comparatively quiet money market, the intense heat of the weather having caused a more than ordinary exodus of our merchants and business men from the city. The slow progress of the European war, too, has its influence on the condition of the market in checking speculation until some decisive battle shall have been fought. The reception of this news, come when it may, is sure to be made a starting point for fresh speculation. Loans to-day are rather dull, but rates are quite firm with a slight upward tendency.

Gold opened at 120⅝, and advanced to 121 before noon.

Government bonds are quiet, and somewhat unsettled.

Local stocks showed more activity and firmness. City sixes, new issues, brought 101.

Reading Railroad was stronger; sales at 47⅝ b. o.; Pennsylvania sold at 57⅝; Lehigh Valley at 57½; Camden and Amboy at 115½; and Philadelphia and Erie at 27—an advance of ¼.

In Canal stocks the only sales were in Lehigh at 33⅝—an advance of ½. 16½ was bid for Schuylkill preferred.

In Coal, Passenger, and Bank shares there was a firmer feeling, but the transactions were not worthy of record.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000 C & A m 6s,'89 95	100 sh Leh N...b60. 33⅝
$3000 City 6s, N.ls.101	100 do.....b30. 33⅝
$5000 do......b5.101	100 sh Read R....47 1-16
$1000 O C & A R R bs b5.. 80	200 do..ls.b30. 47⅛
	200 do ls.47 1-16
80 sh Leh V R..... 57½	6 do...s5wn. 47⅛
19 do......... 57½	100 do.....b30. 47⅛
13 sh Cam & Am R.	38 do...s5wn 47⅛
d bill..115½	16 do......... 47⅛
31 sh Penna R..ls. 57⅝	100 do......... 47
100 do.......c. 57⅝	100 do....b60. 47⅛
200 do....b5. 57⅝	100 do......s5. 47
100 sh Phil & E R..	100 do.....s60. 47⅛
s60wn.. 27	100 do....b60. 47⅛
100 do......b5. 27	

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112½@113; 5-20s of 1862, 109@109¼; do., 1864, 108¾@109¼; do., Nov. 1865, 108⅞@109¼; do. do., July, 107½@107¾; do. do., 1867, 107¾@108; do. 1868, 108¼@109; 10-40s, 106¼@106½; Pacifics, 110½@111. Gold, 120⅞.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112½@112¾; do., 1862, 109@109¼; do. 1864, 109@109¼; do. 1865, 109@109¼; do. 1865, new, 107½@107¾; do. 1867, do. 107½@107¾; do. 1868, do., 108¾@109; 10-40s, 106½@106¾; U. S. 30 Year 6 per cent. Currency, 110¾@111; Due Comp. Int. Notes, 19; Gold, 120¾@121; Silver, 111@113; Union Pacific R. R. 1st Mort. Bonds, $810@830; Central Pacific R. R., $850@870; Union Pacific Land Grant Bonds, $755@785.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	120⅞	11·43 A.M.	121⅛
10·01 "	120⅞	11·47 "	121⅛
10·03 "	120⅞	11·48 "	121
10·04 "	120¾	11·50 "	120⅞
10·15 "	120⅞	12·00 M.	120⅞
11·33 "	121⅛	12·05 P. M.	120⅞
11·42 "	121		

Philadelphia Trade Report.

MONDAY, July 25.—The war news continues to be the absorbing subject of discussion to the exclusion of business affairs, and trade is remarkably light in all departments.

Cotton is active, with small sales of middling upland at 19½@19¾c. and Gulf at 20½c.

Cloverseed sales in a small way from second hands at $9·50. Timothy is nominal at $7·50. Flaxseed is much wanted, but there is none coming forward; it is impossible to give a reliable quotation for it.

There is no activity in the Flour market and the prices are not so firm, as the trade are temporarily supplied and the foreign news is not encouraging. About 800 barrels changed hands at 5·75@6·25 for extras; $6·50@7·25 for Spring Wheat Extra Family; $7@7·50 for Pennsylvania do. do.; $7@7·62½ for Indiana and Ohio do. do.; and $7·75@8·75 for fancy brands. Rye Flour is held at $6. In Corn Meal there is nothing doing.

Wheat is dull and 5c. lower. Sales of 2000 bushels new Southern and Western red at $1·55@1·60. No change in Rye. Corn is also dull. Small sales of yellow at $1·11@1·13 and 6000 bushels Western mixed at $1·08. Oats are steady at 66@67c.

Whisky is quiet. We quote Western iron-bound at $1·05.

Philadelphia Cattle Market.

MONDAY, July 25.—The market for Beef Cattle is excessively dull, and prices are weak; sales of choice at 9@9¾, the latter an extreme rate; 7½@8¾c. for fair to good, and 5@7c. per pound, gross, for common. Receipts, 2339 head.

The following sales are reported:—

Head.
100 Owen Smith, Western, 7@9¼.
150 John Smyth & Bro., do., 7½@9.
53 Dennis Smyth, do., 7½@8½.
50 A. Christy, do., 7¼@8¼.
35 J. Chirsty, do., 7½@8¼.
30 Dengler & McCleese, do., 7@8½.
41 P. McFillen, do., 8@9¼.
50 P. Hathaway, do., 8@9.
82 J. S. Kirk, do., 7½@9.
34 B. F. McFillen, do., 6½@8½.
120 J. McFillen, do., 8@9½.
50 E. S. McFillen, do., 8@9.
123 Ullman & Bachman, do., 8@9¼.
300 J. J. Martin & Co., do., 7@9¼.
96 Mooney & Miller, Virginia, 8@9½.
65 Thomas Mooney & Bro., Western, 6@8¼.
81 H. Chain, do., 7@8½.
50 Joseph Chain, do., 6½@8.
85 J. & L. Frank, do., 7@8.
50 Gus. Schamberg, do., 7½@8½.
80 Hope & Co., do., 6½@9.
45 H. Frank, do., 7½@8½.
105 John McArdle, do., 6½@9.
90 S. R. Maynes, do., 6½@8½.
54 Elkon, do., 7@9.
48 D. W. Gemmill, Del., 4@7½.

Cows are in better request. Sales of 175 head at $50@60, the latter for cow and calf.

The offerings of Sheep are heavy, but there is a fair demand. Sales of 10,200 head at the Park Drove Yard at 5@6c. ℔ lb. for good; $2·50@3·25 ℔ head for stock; 8½@10c. ℔ lb. for good Lambs, and $2@3 ℔ head for common do. At the Avenue Yard 6000 head changed hands at 5@5½c. ℔ lb., gross.

Hogs meet an active inquiry, and at the close prices advanced. Sales of 2096 head at $13@13·50 ℔ 100 lbs., net, for corn-fed.

New York Produce Market.

NEW YORK, July 25.—Cotton strong and offerings light; sales of 400 bales middling uplands at 20½c. Flour—State and Western a shade lower and Southern dull; sales 5800 barrels. Wheat dull and drooping; sales of 35,000 bushels No. 1 spring at $1·48; No. 2 at $1·25@1·38; No. 3 at $1 15@1·23; amber State at $1·56; amber Michigan at $1·55@1·56; winter red Western at $1·53@1·54; white State at $1·85. Corn declined 1c.; sales of 3000 bushels new mixed Western at 95c.@$1·03; yellow at $1·06@1·10. Oats dull; sales of 18,000 bushels State at 68@70c.; Western at 62@64c. Beef steady. Pork dull; new mess, $30·25. Lard dull; steam, 16¾@17c.; kettle, 17@17½c. Whisky dull.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Telegraph.)

NEW YORK, July 25.—Arrived, steamships Italy and City of Paris, from Liverpool.

SAN FRANCISCO, July 24.—Sailed, ships Ida F. Tyler, for Cork, and Ellen Munroe, for Tahiti.

PORT OF PHILADELPHIA..............JULY 25

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M........84 | 11 A. M.......91 | 2 P. M........97

CLEARED THIS MORNING.

Steamer Monitor, Jones, New York, W.M. Baird & Co.

ARRIVED THIS MORNING.

Steamer Fanita, Freeman, 24 hours from New York, with mdse. to John F. Ohl.

Brig Tubal Cain, Nickerson, from Montevideo, in ballast to Workman & Co.

Schr John F. Long, Tunnell, 2 days from Indian River, with grain to Jas. L. Bewley & Co.

Schr Flight, Crowell, 5 days from Portland, with lumaer tv T. P. Galvin & Co.

Schr Mary Ann, McCann, Whitemore, 20 days from Bangor, with lumber to T. P. Galvin & Co.

Schr Nellie, French, 10 days from Bangor, with lumber to T. P. Galvin & Co.

Schr William Walton, Hunter, from Hallowell, with ice to Knickerbocker Ice Co.

Schr Charles E. Smith, Hansen, 5 days from Boston, with ice to Knickerbocker Ice Co.

Schr George Hunt, from Vinal Haven, with granite to Barker & Bro.

Schr Fannie H. Bucklin, Bucklin, 6 days from Charlestown, Mass., with ice to Knickerbocker Ice Company.

Schr E. A. Hooper, Campion, 5 days from Bosten, with ice to Knickerbocker Ice Co.

Schr Henrietta Simmons, Godfrey, from Kennebec, with ice to Knickerbocker Ice Co.

Schr Ann S. Brown, Fish, from Rockland Lake, with ice to Knickerbocker Ice Co.

Schr E. Nickerson, Crowell, from Portland, with ice to Knickerbocker Ice Co.

Schr S. H. Sharp, Webb, from Kennebec, with ice to Knickerbocker Ice Co.

Schr W. N. Gesner, Egbert, 6 days from Richmond, Va., with granite to Richmond Granite Co.

Schr Maggie Van Dusen, Crampton, fm Plymouth.

Schr W. W. Marcy, Champion, from Boston.

Schr Raven's Wing, York, from Stonington.

Schr Thomas Sinnickson, Dickerson, fm Harwich.

Schr E. W. Pratt, Kendrick, from Boston.

Schr Richard Law, York, from Stonington.

Schr Daniel J. Mershon, Ayres, from Salem, Mass.

Schr Sutherland, Hand, from Rock River, with lumber to Collins & Co.

Schr Marcella, McKinney, from Ellsworth, Me., staves.

Schr L. Warren, Roberts, from Newbern, N. C., with lumber to Trainer & Co.

Schr Albert Treat, Sawyer, from Calais, Me., with pickets to W. A. Levering.

Schr Restless, Baxter, from Boston, with ice to Carpenter Ice Co.

☞ Nor. bark Olaf Kyree, Larsen, at this port yesterday, from Palermo, is consigned (cargo) to Paul Pohl, Jr.—not as before.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 25.—The following boats left this morning in tow:—

John Hetzell and Edwin, with lumber to Craig & Blanchard.

General Sheridan, with coal, for Wilmington.

Media, with poplar wood, for Manayunk.

MEMORANDA.

Ship Dagmar, Hansen, for Philadelphia, cleared at London 9th inst.

Steamer Volunteer, Jones, hence, at New York yesterday.

Bark Ankathor, Hendrickson, hence for Stettin, arrived at Falmouth 10th inst.

Bark Carrie Wright, Hall, hence, arrived at Havre 9th inst.

Brig Kodiak, Downing, hence, arrived at New York yesterday.

Schrs J. C. Patterson, Scull, from Providence for Philadelphia; J. Johnson, Johnson, hence for Boston; Eliza Williams, Kearney, do. for Salem; and Jennie N. Huddel, Cranmer, do. for New Haven, passed Hell Gate yesterday.

Schrs Mary E. Amsden, at Holmes' Hole, from Baltimore for Boston, sprung head of foremast.

Schr J. Ricardo Jova, Little, hence, arrived at Mobile 19th inst.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

AMERICAN PARTIES AND THE WAR.

From the N. Y. Times.

There is nothing surprising, nothing but just cause for respect and admiration, in the enthusiasm which the hostilities between France and Prussia have elicited among the Germans in America. They happily blend affectionate attachment to the land they have left with devotion to the best interests of the land in which they live. Faithful and valuable as American citizens, they yet retain the heartiest concern in all that relates to the Fatherland. To them, therefore, the war naturally possesses momentous significance: the preparations for it have created among them an excitement which will grow more intense as the conflict proceeds. Their reverence for order and their fidelity to American law are, however, conspicuous even in their ardor. They propose to render efficient succor to their countrymen in Europe, but of a kind to which the greatest stickler for national neutrality cannot object. The sympathy which inspires them is demonstrative, without being offensive to any class of our citizens; and the aid they are preparing to render assumes shapes which commend themselves to universal humanity.

The considerations which have contributed to the outburst of German feeling in all our large cities do not imply partisan adherence to the recent policy of the Prussian Government. Not Bismarck or King William evokes this enthusiasm, but the grand idea of German unity. Whether Prussia has been right or wrong in its treatment of smaller States is not the question which Germans now pause to discuss. It is enough that, in the quarrel with France, Prussia represents German nationality. The designs of Bismarck, the temper of the King, are as nothing compared with a struggle begun by France for the achievement of ends which every German has learned to detest, and, on the other hand, maintained by Prussia as the central figure in a great Germanic Confederation, every part of which seems likely to render the heartiest possible support. The enthusiasm witnessed here should, then, not be mistaken for admiration of all the processes by which Prussian power has been promoted. It represents, rather, the cause of German solidarity, whose basis is an idea uppermost in every German mind.

The only mistake of our German friends in this country is the non-recognition of a similar feeling on the part of Frenchmen. Napoleon is assailed as, individually, the aggressor. He is abused as though by the mere force of his character he had plunged France into war against the will of her people. Few opinions can be more in conflict with the facts. Napoleon may have earned all the epithets that are showered upon him, but in this matter his policy appeals to a passion which is rooted in the heart of every Frenchman. The Rhine as a boundary is one of the ideas which control the policy of France, and a conflict which makes possible the realization of the idea stirs into unwonted life the blood of the nation. There are multitudes of Frenchmen who have no love for the Emperor, but who are not a whit behind the Bonapartists in their zeal for the war. The unanimity of the German population, here and in Europe, has its counterpart in the unanimity of the French people. It is not King against Emperor—the Chancellor of the North German Confederation against the French Minister of Foreign Affairs—but one great nationality resisting, or assailing, another nationality not less great. It is people against people—one idea making war upon another.

This statement of the case renders apparent the duty of our Government, and justifies the impartiality of our people. The official duty would be the same were the contest between an overbearing monarchy and a feeble republic. President Grant would be bound to observe the same neutrality were France attacking Switzerland, were Russia reviving not-forgotton atrocities in Poland, or were England playing the oppressor in insurrectionary Ireland. But the sympathy of the American people would be enlisted on the weaker side, and there would be public meetings to denounce the tyrant power. In the present instance we are not called upon to take any formal action. There are many reasons why the preponderance of personal feeling may be expected to be in favor of the Germans—there are none that should induce us to assume a partisan attitude, and certainly none that can justify a party organization in attempting to manufacture party capital out of the enthusiasm which alike animates Germans and French. The egregious folly which led the Union Republican General Committee of this city to parade its indorsement of the Prussian cause is inexcusable, because unsolicited and unprovoked. Our German citizens respect too loyally the position and obligations of the Government to seek its departure from a neutral course; and they understand too well the sincerity of politicians to be influenced by worthless resolutions, or speeches that signify literally nothing.

Besides, if the Union Republican General Committee may formally espouse the cause of Prussia, why may not the Democratic General Committee espouse the cause of France? There is a large Irish vote as well as a large German vote, and Irish sympathies are all on the side of France. If the demagoguism of the Democratic party contrived to outvote its common sense, we should have a series of resolutions setting forth the opportunity which a general war will afford Napoleon for humbling "perfidious Albion," and redressing the wrongs of down-trodden Ireland. We might then anticipate a fall campaign controlled by European issues: sympathies with the distant combatants would supersede political principles: the strife of France and Prussia on the battle-field would be reproduced in the struggles of Democrat and Republican at a New York polling-place. That is the state of things to which the precedent set by the Union Republican General Committee clearly points; and we can imagine nothing more degrading to our party organizations, or more embarrassing to the national administration.

The duty and the interest of the Government lead toward strict impartiality. The neutrality which President Grant, whatever his sympathies, must rigidly enforce, is dictated quite as much by a regard for our own welfare as by respect for legally-defined international obligations. We owe to the belligerents absolute fair play; and remembering how bitterly we complained of England's insincerity during the progress of our own conflict, we cannot too carefully avoid everything which may even seem to identify us with either side. Hence the indecency and impolicy of any Republican movement that tends to convert a war between foreign powers into a party question; it is a movement injurious to national good faith, and calculated to place the administration in a false position, as well toward the Republican party, on which it relies for support, as to the country, which, on a question like this, may properly demand that parties shall be ignored.

THE NEW AGITATION.

From the N. Y. Tribune.

We shall be very lucky indeed if those who aspire to guide the labor agitation can rise above mere demagoguism. Labor is justly jealous of its rights. It detects the cupidity of capital afar off. It regards a strike as a wise remedy for long hours and low wages. Many assume that capital and labor are natural enemies. Instead of being allies, together fighting the battle of life on a fair basis, it is held that all that each can extort or frighten from the other in the scramble ought to be got, and the law of supply and demand is voted a vicious theory of a defunct political economy. We were flattering ourselves that we were just through with a war of races, when John Chinaman, with his pig-tail and pegging-awls, throws New England into hysterics. Perhaps no one really expects that Oriental immigration will be in any sensible degree checked by adverse legislation. We may, indeed, contrive to make a degraded class, and one still more alien, by proscriptive laws. The spirit that has been aroused against Chinese workmen may be turned against English, Irish, and German operative immigrants. The whole spirit of our laws encouraging the introduction of labor and capital may be reversed (although we hardly think it), and the cordwainers, carpenters, and carriage-makers, by organizing, may prevent the introduction of any other laborers in their respective fields, and thus, by limiting the supply, enhance the price of their articles. All speculation about the relative qualities of John Chinaman and Hottentot is impertinent, the objection to our Oriental friend really being that he can make shoes at all.

In the past twenty years more immigrants have arrived in the United States than during the previous seventy, and in the last decade probably more persons landed on our shores than the total population of the colonies at the date of the Revolution. What, then, does this active period of immigration exhibit? A steady and rapid increase of wealth in the country, and an upward tendency in wages. Fifteen or twenty years ago, wheat sold from thirty to sixty cents a bushel. In agricultural regions it was difficult to turn grain of any kind into cash. Labor, of course, fared little better. The system of taking "truck" was common, and farm laborers received from eight to ten dollars per month, and a mechanic with his tools obtained a dollar per day. Clothing was, if anything, higher than at present. Most imported articles, except coffee and sugar, were as high as now, or higher. Labor-saving machines were scarce and dear. Tastes were simpler, wants fewer; and as regards clothing, dwellings, and articles of convenience and refinement, we probably occupied what would be called a much lower plane than we do to-day. When the war broke out prices and wages went up with a bound, partly on account of the increased demand for men in various fields, and partly owing to the inflation of paper money. As the public credit rose, or gold fell from 240 to 111, a decline of all prices was to be looked for. To a considerable extent this has been the case. If prices have not touched the rates at the breaking out of the war, it has been for two reasons:—First, the natural upward tendency produced by our steady increase as a nation in wealth, an increase still going on, and more rapidly than ever; and, second, the tendency to resist low prices. The man who has rented his house for one thousand dollars does not want to take five hundred. He who has sold his shoes for two dollars, or his calicoes for twenty cents, does not wish to see them thirty per cent. less. The mechanic who has been paid four dollars does not wish to take three, and the artisan who has had three objects to two as an outrage. Still, the inexorable general law will be obeyed. The farmers thought two dollars a bushel a fair price for wheat, yet it has stood for a year at about half that sum. In point of fact, it is lower than it was the year before the war, with a difference against him of eleven to fifteen per cent. in the value of money, and of fifty per cent. at least in wages. Would it not be well, then, for the farmers to form a society and determine to starve the people of these United States of America unless they pay them two dollars for their wheat? Or are such combinations of no more use than to destroy the productive industry of the country?

And yet, when the labor agitation is divested of clap-trap and demagoguery, it is a grand question. Can the laboring classes of America maintain their position as the intelligent, independent men, on whose industry, virtue, and votes the republic rests? The enemies of our form of government have not been slow to declare that when we acquire a dense population and wealth gets in a few broad channels, labor will rise and wage agrarian warfare, by arms or votes, against the security of property, and chaos or despotism will be the consequence. We do not think there are just reasons for such fear. Some suggest as a preventive that everybody should be thoroughly educated. Education, indeed, is almost indispensable; but there are two other elements even more necessary—virtue and energy. The safety of our country lies in the fact that the avenues to wealth and distinction are open to all. These avenues must be kept open. When laboring men co-operate, let it not be to paralyze industry, but to secure for themselves the full proceeds of their labor. Let them save their funds to set up workmen's shops. Let them put themselves in a condition to be able, when an employer does not offer as fair wages as he can afford, to employ themselves. The field is open for every American laborer. Let him strive to own the house in which he lives, the shop he works in, or to be a stockholder in the business in which he is an operative. Let him become a capitalist. Capital, whether it consist of a million dollars or a jack-plane, naturally wants what its use is worth in the market of the world. He who saves a hundred dollars and puts it in a horse, wants its hire; and he who builds a house more than he needs, expects a fair rent for it. Capital is entitled to just protection of law, and when that ceases capital will cease, and we shall go back to the spear and the wigwam. In fire, or war, or famine, or pestilence, it is capital, or accumulated wealth, that suffers, for "it is he who has who must lose." We have a highly artificial state of society, with many artificial wants; but is society in such a state that it is impossible for young men to step into it? Or are they who begin the world unwilling to begin at the beginning? These are questions for wise men to ask. Our European population is the growth of the past two hundred years. Have those who are now here, and who have grown great by our inviting system of immigration, come to the conclusion to shut the door against other foreigners? After deriding the Celestials for five hundred years for their Chinese wall, are we prepared to imitate the same policy? As long as we have an acre of uncleared waste, shall we say to him who would plant a stalk of corn there, that because you are a pagan, or because you are a Jew, or a Turk, or black, or brown, or yellow, you shall not? Must history ever repeat itself, and prejudice give to tyrants and vicious imbeciles and demagogues the power to govern the world? Above all, must Christianity, rich with her intelligence and genius, shut up her talent in a napkin, and hide her light and her example from the suffering world, whose paganism she affects to despise?

PRESIDENT GRANT ON BELLIGERENCY.

From the Pall Mall Gazette.

President Grant's message to Congress on the relations of the United States with Cuba contains an admirable exposition of the conditions under which insurgents become entitled to recognition as a belligerent power. "The question of belligerency," he says, "is one of fact, not to be decided by sympathies for or prejudice against either party." The recognizing State, that is to say, is in no way concerned with the cause of the quarrel. It may view the insurgents as men in arms against intolerable oppression, or as men offering a wanton resistance to the just authority of a beneficent government. It may hold that the freedom of the human race will be served either by their success or by their discomfiture. It may entertain this or that opinion as to the moral and prudential justification of the outbreak, as to the chances of its success, and as to the sentiments with which that success is to be regarded. It may lament the weakening of a friend, or congratulate itself on the weakening of a rival. No matter what its feelings on all these subjects may be, it will be determined in dealing with the question of belligerency by the plain facts of the case. It will put aside sympathies and prejudices with an impartial hand, and ask itself the simple question, Do the relations between the parent State and the insurgents "amount in fact to war in the sense of international law"? President Grant here condemns by implication the position taken up by Mr. Seward with regard to the Queen's proclamation of neutrality. The foundation of half Mr. Seward's complaints against England was that the concession of belligerent rights to the Southern States was unfriendly. An ally of Great Britain, he said, between whom and herself there existed relations of kinship and peculiar intimacy, had been suddenly confronted by a causeless insurrection. The sympathies of Englishmen ought to have been on the side of the Federal Government, and, if so, they would have prevented, or at least delayed, the recognition of the Rebels as a belligerent power. The reply of English diplomatists has always been:—"The question of belligerency is one of fact, not to be decided by sympathies for or prejudice against either party." Mr. Seward's line of argument was maintained and extended by the friends of the North, both in America and to some extent in this country. You ought, we were told, to have put off the recognition of belligerency as long as possible, because the cause of the Federal Government was the cause of human freedom, while the South were striving to build up their independence on the foundation of negro slavery. Sometimes this plea was met by a reference to Mr. Lincoln's disclaimer of all intention of fighting for emancipation or for anything else but the preservation of the Union, or by reasoning directed to show that the ultimate results of Southern independence would be beneficial to the position of the slave. But the real answer—the answer consistently given by persons in authority—was expressed over and over again in words almost identical with those of President Grant. Our dislike of slavery and our speculations as to the way in which it will be affected by the success of this or that combatant are considerations wholly beside the mark. "The question of belligerency is one of fact, not to be decided by sympathies for or prejudice against either party."

President Grant goes on to apply this test of fact to the insurrection in Cuba; and the grounds on which he rests his conclusion that the United States ought not to concede belligerent rights to the insurgents have an incidental bearing of great value on the conduct of Great Britain when she had to determine how to act in the American civil war. "Fighting," the President truly says, "though fierce and protracted, does not alone constitute war." War must be invested with a certain pomp and circumstance; it must have passed beyond the stage of a mere guerilla contest. "There must be military forces, acting in accordance with the rules and customs of war, flags of truce, cartels, exchange of prisoners." Whatever sanction is conferred by the existence of these conditions was certainly not wanting in the case of the American civil war. There were armies large in English estimation even at the outset and already promising to become, as they shortly did become, the greatest the modern world had seen: there were generals on both sides who had been trained in military schools and might be trusted to enforce military traditions. But President Grant rightly attaches even more importance to the political conditions of the struggle. "To justify a recognition of belligerency there must be, above all, a *de facto* political organization of the insurgents sufficient in character and resources to constitute, if left to itself, a State among nations." It will hardly be denied that the Southern Confederacy answered to this definition, and that if the North had allowed things to take their course, the nation which Mr. Jefferson Davis had so nearly created would have been "capable of discharging the duties of a State, and of meeting the just responsibilities it may incur as such towards other powers." General Grant goes on to apply these principles in detail. He describes himself as having weighed the statements of both parties and the evidence by which they are supported, and as being unable to see in the present contest in Cuba "those elements which are requisite to constitute war in the sense of international law." He objects against the claim of the insurgents, that they hold no town or city, have no established seat of government, no prize courts, no revenue organization, no seaports, no recognized legislature representing any popular constituency, no civil authorities. The conclusion from all this is irresistible. The Cuban insurgents are not a belligerent power in any sense which makes it incumbent upon the United States to recognize them in that capacity. Now let us apply the tests enumerated by General Grant to the case of the Southern States. The proclamation of neutrality was published on the 13th of May, 1861. On the 20th of November, 1860, South Carolina had proclaimed herself an independent commonwealth, and by the 1st of February, 1861, six other States had followed her example. Throughout the whole of this vast territory State courts, State custom-houses, State post offices, State forts and arsenals had been established in the room of those formerly maintained by the Federal Government. On the 4th of February delegates from six of these States had met at the town of Montgomery and organized themselves as a General Convention and Provisional Congress of the Confederate States of North America. This Congress had at once elected a President, who had in turn entered upon office and formed a Cabinet. On the 11th of March a permanent constitution had been adopted, which had been immediately ratified by the convention of each of the seven States. Before the 15th of March Congress had also passed acts to provide munitions of war, to organize the departments of the Government, to modify the navigation laws, to authorize loans and export duties, to establish a court of admiralty, to make appropriation for legislative, executive, and judicial expenses, to organize an army and navy, and to provide a complete judicial machinery for the whole Confederacy. Here surely, if anywhere in the world, there was a *de facto* political organization. Here were towns and cities, established seats both of State and Confederate government, prize courts for collecting revenue, seaports from which Confederate cruisers started to prey on the commerce of the United States, and to which—except so far as might be prevented by the blockade then announced, which was itself an incident of war in the sense of international law—prizes could be carried, a legislature representing the people of the whole Confederacy, and the complete machinery of civil government in its legislative, executive, and judicial aspects. Is there one of the conditions upon the absence of which President Grant relies in justification of his refusal to recognize the Cuban insurgents which was not obviously and unmistakably in existence in the Southern States at the time when the proclamation of neutrality was issued? A recognition of the belligerent rights of insurgents under circumstances such as now exist in Cuba would be, in the President's opinion, "a gratuitous demonstration of moral support to the rebellion." It would bear this character because there is no evidence of a *de facto* political organization on the part of the Rebels. If this political organization existed, recognition of belligerency, instead of being a gratuitous demonstration of moral support, would be the determination of a question of fact unconnected with sympathies for or prejudices against either party. Which of these alternative descriptions is most applicable to the proclamation of neutrality must be decided by the degree of resemblance which the case of the Southern Confederacy in May, 1861, bears to the case of the Cuban insurgents in June, 1870. Upon that point we may safely appeal to the testimony of admitted facts, and call President Grant as a witness to our strict adherence to the requirements of international law.

THE SANCTITIES OF BURLESQUE.

From the N. Y. World.

Among the singularities of that lovely though not particularly useful animal, the blonde, is the tendency which she everywhere equally manifests to plunge herself into the hottest of hot water. It is but yesterday that the virtuous indignation of a Thompson and the righteous wrath of a Markham took what, upon a general survey of journalism in Chicago, cannot be considered the wholly irrational form of trouncing, or of making an audacious attempt to trounce, a Chicago editor. And now we hear that neither the nominal nor the climatic mildness of the Pacific coast has prevented the blondes from splitting into two factions, whereof one is led by the excellent Mr. Henderson and the other by the mirthful Mr. Beckett, and that between the two a fierce animosity has arisen, although the public sentiment of San Francisco is so far superior to that of Chicago, that it has compelled the disputants to resort to the courts rather than the cowhide for redress. It is not commonly a decent thing to make a pun, but it must in this case be allowed that redress is a thing of which both parties to this controversy stand in urgent need, and which upon public as well as private considerations it is to be wished that both of them may get.

Mr. Beckett, it appears, had withdrawn himself from the company of which he will be remembered by New Yorkers as the only member who exhibited a spark of dramatic talent or of the power of moving mirth by legitimate means. Whether this separation took place because there is an irreconcilable incompatibility of temper between brains and burlesque, and because it is a thing "most tolerable and not to be endured" that a person should get his living in any measure by his wits, in association with other persons who get their livings, not to speak it profanely, solely by their legs, we are not informed. But it is in evidence that, having first forced the injured Mr. Henderson to submit to the privation of his society, Mr. Beckett went on to inflict upon the Hendersonian sensibilities the additional laceration of a demand, followed by a suit at law, for back pay. The defence took the singular grounds, first, that Mr. Beckett had organized his personal friends into a claque to be made frantic with nightly admiration in his personal behalf, and to wake the shades of Niblos, in season and out of season, with clamors for "Beckett," regardless of the claims of other "artists;" and, second, that Mr. Beckett had varied the text of his part with what the polite call interpolations and the vulgar "gags." Upon this showing the intelligent Californian jury found for the defendant, and put the plaintive Beckett out of court.

That such agencies as the claque should be employed to guide the public taste is doubtless a grievous thing, which the Californian jury have shown a proper spirit in resenting. But is Beckett the inventor of this direful instrument? Are there not traditions afloat of ushers who have orders from the box-office to convert themselves into howling dervishes at every twinkle of the burlesque-star? Nay, have we not seen, and shuddered to see, a bouquet of unusual splendor borne from the box-office to the stage in the first act, received by the blushing blonde to whom popular enthusiasm had devoted it, and returned by dark and devious ways to the box-office, to issue forth bright and odorous in the second act, and again in the third, till all the air and all the audience was sick with the passage of this floral tribute? While the David of a female blonde burlesquer has flocks and herds of erotic followers to bellow in her honor, why should the Uriah of a male blonde burlesquer be refused the one ewe lamb of his "personal friends" to emit meek bleats in his behalf?

But if we can have some sympathy with a Beckett upon this score, we can have no sentiment towards him but one of scorn and abhorrence when we learn that he has polluted the text of the dramatic masterpieces in which he bore a part. The sacrilegious spirit which would defile the tomb of Shakespeare alone is equal to altering his plays. A kindred offense is that of Beckett. He has laid his impious hand upon the ark of burlesque. He has quenched the sacred fire of Farnie. He has dimmed the sparkling wit of the "Forty Thieves," and with a more than vandal savagery has left his mark upon that monument of a mighty mind, "Sinbad the Sailor." Who knows but that the wretch has corrupted the text of "Tommy Dodd," or even strained aside the purport of "Up in a Balloon?" The judgment of the jury upon such an offense was possibly all that they could inflict, but to be made effective it needs to be supplemented by the detestation of all who love what is noble in literature and all who desire to promote the elevation of the drama.

THE RESOURCES OF THE NORTHWEST.

From the Chicago Post.

The recent discovery of iron ore in large quantities in the counties of Peoria and Tazewell, Illinois, and the discovery, not long since, of large deposits of coal fit for smelting purposes in different portions of Indiana, naturally lead to the reflection that the resources of the Northwest, great as they are acknowledged to be, are yet comparatively unknown.

Thus far in the history of this section of our country the great share of attention has been given to agricultural interests. Men have sought lands suitable for the production of wheat, corn, oats, etc., or such as were convenient for stock-raising, or adapted to fruit, and here general inquiry has ended.

There have been, it is true, a number of geological surveys, but these have been undertaken for the most part as a sort of scientific aid to practical farming, and have not been carried out so thoroughly as might appear to be desirable. Nevertheless, we know that in that region of country which embraces Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, and Nebraska—the very best agricultural region, perhaps, on the face of the earth—there are deposits of coal, peat, salt, lead, copper, iron, which already are of considerable importance in the commerce of the world, and destined to make much of a figure therein.

There is not a year passes by in which something does not appear to show the certainty of the pre-eminence which our section of the republic is destined to occupy, in all those material interests of which writers on political economy treat. As it is with these material interests, so it is with ideas. The Northwest is producing men who already lead in public affairs, supplying Presidents, Vice-Presidents, and many of the most distinguished statesmen of the times. It is already beginning to produce a high-toned and most catholic literature. And, in short, there can be no doubt that within a quarter of a century Chicago will be the centre of a region noted for the production of the greatest crops, the most iron, coal, etc., the biggest hogs and cattle, and the finest works of literature and of art of which the world has ever had any account.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BRIDESBURG BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped.

S. BRADFORD,
6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BULL'S HEAD BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE UNION FIRE EXTINGUISHER
COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE AMERICAN EXCHANGE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to one million dollars.

TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SCHUYLKILL RIVER BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any vitalic poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York. 4 27mwf§

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE NATIONAL BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 28 2pt

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 220 CHESNUT Street, Philadelphia. 1 wfm§

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,
AMERICAN AND IMPORTED,
Of the most celebrated makers.
FINE VEST CHAINS AND LEONTINES,
In 14 and 18-karat.
DIAMOND and other Jewelry of the latest designs.
Engagement and Wedding Rings, in 18-karat and coin.
Solid Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 11 5 fmw§

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 2§ Second floor, and late of No. 35 S. THIRD St.

CLOCKS.
TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN CLOCKS
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET.

PATENTS.

PATENTS.
OFFICES FOR PROCURING
Patents in the United States and Foreign Countries,
FORREST BUILDINGS,
119 S. FOURTH St., Philada.,
AND MARBLE BUILDINGS,
SEVENTH Street, above F,
(Opposite U. S. Patent Office),
WASHINGTON, D. C.
H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.
Communications to be addressed to the Principal Offices Philadelphia. 10 mws

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
527tf MUNDY & HOFFMAN.

ROOFING.

PHILADELPHIA
Painting and Roofing Co.
TIN ROOFS REPAIRED.
All leakages in Roofs warranted to be made perfectly tight.
SPENCER'S GUTTA-PERCHA PAINT
Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.
This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.
IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.
All work warranted.
All orders promptly attended to. Address
PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.
W. A. WELTON,
2 17§ No. 711 N. NINTH St., above Coates.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 21 S. EIGHTH Street. 11 13 mths

NEWS SUMMARY.

City Affairs.

—Edward Collins, seventeen years of age, residing at No. 809 Auburn street, was thrown down yesterday by a companion, and had an arm broken. He was admitted to the hospital.

—The restaurant of Andrew J. McGrath, on Sixth street, above Chesnut, was entered from the transom at an early hour yesterday morning, and robbed of a quantity of wine and a lot of cigars.

—Edwin Carr, forty-five years of age, residing at No. 721 Spafford street, fell out of the second-story window of his house yesterday morning, and injured himself in a manner to cause his death about 8 o'clock last evening.

—Yesterday afternoon, about 2 o'clock, a young man named Edward Shananel was drowned while bathing in Hunter's dam, situated in the vicinity of Hestonville. He was twenty-three years of age, and resided at No. 1226 Monterey street.

—About half-past eleven o'clock on Saturday night last, during a disturbance, a man fled into the house of Mr. McGarvey, No. 616 Alaska street. He was pursued by Patrick and Frank Burk, and Mrs. Bridget McGarvey trying to keep them out by closing the door, Patrick Burk, as is alleged, drew a pistol and shot her in the forehead. Officer James Nicholson, of the Seventeenth District Police, attempting to arrest them, was badly beaten by Frank Burk. Both the Burks were finally arrested and confined in the Second District Station House. They were yesterday committed by Alderman Kerr, at the Central Station, for a further hearing to-day at 2 o'clock.

—On Saturday Detective Miller brought before Alderman Kerr two young men who had been arrested on the charge of being concerned in the South Broad street outrage, the gross assault on Miss Agnes Jarvis. One of them gave the name of John Burns, and said he was a huckster, residing on Mifflin street; the other, the name of Hugh Sweeney, his business, working in a truck garden, his residence, Eighth street near Dickerson. The officer stated that the witnesses were not present, and asked that the accused be held for a hearing at 2 o'clock on Monday. Alderman Kerr fixed the bail at $8000, in default of which the prisoners were committed.

—On Saturday afternoon last, as Mr. John Fields, Jr., was passing along Ridge avenue with a friend, a man approached them at the intersection of Oxford street and cut Mr. Fields in the neck with a shoemaker's knife, inflicting a gash about three inches long. His assailant quietly walked away, but was shortly after arrested and confined in the Twelfth District Station House. He gave his name as William L. Huber, but refused to say anything about the cutting. Mr. Fields was taken to St. Joseph's Hospital, where his wound was dressed and he was then taken to his home on Redner street, above Twenty-second. His injury is not supposed to be of a serious character. Mr. Fields states that Huber is unknown to him, and he cannot assign any cause for the attack.

Domestic Affairs.

—Gold closed on Saturday at 119⅞.

—Lady Franklin is in Cincinnati.

—Orders have been received in New York to detain the Hamburg steamers.

—Mr. Frelinghuysen has not yet decided whether he will accept the English mission.

—When will people leave off trying to light fires with coal oil? Another death is reported from Reading.

—General Sheridan had a three hours' interview with the President at Long Branch on Saturday, and then returned to Washington.

—The difficulties between the shoe manufacturers and the St. Crispins of Lynn, Mass., have been smoothed, and work will be resumed to-day.

—Yesterday the little vessel Red, White and Blue, which braved all the dangers of the transatlantic passage, was upset in New York Bay.

—No postponement of the General Conference of the Evangelical Alliance, called to meet in New York in September, will be made on account of the war.

—Already the European war is seriously effecting emigration to this country. During last week only 453 persons arrived in New York from the Old World.

—A fire broke out last night in the American Bank Note Company's offices, New York, which did great damage, destroying a large number of expensive plates.

—It is denied in a Havana despatch that the volunteers recently assassinated forty-two citizens in Remedios, or that ladies were put to work on the streets in the chain-gangs.

THE WAR.

A FRENCH RECONNOISSANCE IN PRUSSIA—KING WILLIAM'S PLAN OF CAMPAIGN—AUSTRIA'S NEUTRALITY—ADDRESS OF NAPOLEON TO THE FRENCH PEOPLE.

PARIS, July 23.—The *Journal Officiel* of this morning publishes the following proclamation from the Emperor to the people of France:—

Frenchmen:—There are in the life of a people solemn moments when national honor, violently excited, presses itself irresistibly, rises above all other interests, and applies itself with a single view of directing the destiny of a nation. One of those decisive hours has now arrived for France. Prussia, to whom we have given evidence during and since the war of 1866 of the most conciliatory disposition, has held our good-will of no account, and has returned our forbearance by encroachments. She has aroused distrusts in all quarters, necessitating exaggerated armaments, and has made of Europe a camp where reigns disquiet and fear of the morrow. The final incident has disclosed the instability of the international understanding, and showed the gravity of the situation. In the presence of her new pretensions, Prussia was made to understand our claims. They were evaded and followed by contemptuous treatment. Our country manifested extreme displeasure at this action, and quickly a war-cry resounded from one end of France to the other. There remains for us nothing but to confide our destinies to the chance of arms. We do not make war upon Germany, whose independence we respect. We pledge ourselves that the people composing the great German nationality shall dispose freely of their destinies. As for us, we demand the establishment of a state of things guaranteeing our security and assuring the future. We wish to conquer a durable peace, based on the true interest of the people, and to assist in abolishing that precarious condition of things when all nations are forced to employ all their resources in arming against each other. The glorious flag of France, which we once more unfurl in the face of our challengers, is the same which has borne over Europe the civilizing ideas of our great revolution. It represents the same principles, and it will inspire the same devotion. Frenchmen, I go to place myself at the head of that valiant army which is animated by love of country and devotion to duty. That army knows its worth, for it has seen victory follow its footsteps in four quarters of the globe. I take with me my son. Despite his tender years he knows the duties his name imposes on him, and he is proud to bear his part in the dangers of those who fight for their country. May God bless our efforts. A great people defending a just cause are invincible.

"NAPOLEON."

The army of South Germany has been ordered north, and the Prussian army goes south. Denmark has decided on war, and will wait until the French fleet enters the Baltic. Hungary is also for France. The Emperor's proclamation to the people has made a profound impression.

The *Patrie* of this afternoon says a despatch had just been received from St. Petersburg, containing the following:—"The Czar addressed a note to the French Government to-day, in which he regrets the precipitate measures taken on both sides, and that an opportunity was not allowed to Russia and the other powers of Europe to act in favor of peace. The Czar, while regretting the calamity of war, will remain neutral as long as the interests of Russia do not suffer. He adds that he is ready to do all to limit hostilities and mitigate the horrors of war."

The Queen of Prussia on leaving the Rhine provinces for Berlin made a farewell address to the people, saying she had lived twenty years among them, and had experienced nothing but their attachment and devotion for the King, his children and herself. She would willingly stay, but sacred duties called her elsewhere. The enthusiasm of the Germans is the voice of God! The sufferings in the past and the blessings which have followed them for half a century warrant a continued trust in Him for time and eternity.

PARIS, July 24.—It is predicted that the Emperor will proclaim a republic throughout Europe if a coalition is formed against him.

Prussia is threatening Denmark.

Guns are being mounted on the fortifications of Paris.

MARSEILLES, July 23.—Yesterday a large part of the army which has been operating in Algeria arrived here on transports. They were accompanied by a number of volunteers, Kabyles. All were greeted with the greatest enthusiasm as they marched through the streets of the city on their way to the front.

STRASBOURG, July 24.—A panic occurred here this morning, occasioned by the report of a loud explosion. The Prussians had blown up the abutments of the Kehl railway bridge.

Marshal McMahon is expected here tomorrow. The Emperor is expected at Nancy. The French troops are massing at Metz and Thionville.

Late yesterday afternoon the Prussian force on the Baden side of the Rhine blew up the eastern end of the bridge connecting the city with Kehl.

Last evening Madame Sass repeated the "Marseillaise" at the Grand Opera. The scene, as before, was one of the greatest excitement and enthusiasm.

LONDON, July 24.—A special correspondent writes from Metz, under date of July 21, that three camps have been formed around that city. He was allowed to inspect Fort St. Quintin under the guidance of an officer, and full information was furnished him.

The fortress was to be completed in twenty-four hours. Sixty cannon are being placed in position. The ditches, casemates, bomb-proofs, barracks, and everything connected with the fortress are constructed on an immense scale. This work is not designed to defend Metz merely, as that place was sufficiently fortified before, but is to protect a vast encampment or give shelter when needed to a beaten army.

The fact that the walls were commenced months ago is a clear proof of how France has been preparing for offensive war. There are two forts, St. Quintin, commanding the broad valley of the river and approaches to the town, and the guns of these forts can play with tremendous effect on any enemy that may advance through the valley to attack the town, while in the valley there is ample shelter for the whole army, guarded on one side by the guns of the town and on the other side by the guns of the fort.

The officers at the forts did not expect to leave for the frontier in less than eight days. A captain in the Prussian engineer corps had just arrived in the fort as a spy.

Bazaine was in Metz. All the horses belonging to the members of his staff were kept saddled and standing before the hotel, but no move had yet been made. Great difficulties were experienced in getting supplies forward, not only from Paris, but from the country about Metz, all the horses belonging to the inhabitants having been seized, and even meat and vegetables are beginning to fail. This indicates that the French movements may be still some time delayed.

Prussian troops were passing through Basle. Several detachments have been stopped by the Swiss authorities, who have an observation corps of 25,000 soldiers.

General McMahon's headquarters were at Strasbourg. A strong French force was massing to prevent a surprise through the depths of Vosges. Troops were pouring into Strasbourg.

COBLENTZ, July 24.—A Prussian force from Saarlouis crossed the French border on Saturday to make a reconnoissance in the direction of Metz and St. Avolt (railroad station between Metz and Forbach). After proceeding some distance they encountered the outposts of the enemy, and had a brisk skirmish with a force of French chasseurs, and the Prussians retired, leaving two men on the field. It is believed that the French had ten or twelve killed. It is confidently stated that the Prussians are strengthening Coblentz only with the intention of making it a base of operations, and intend to move a force down the line of the Saar and carry offensive war into France.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·49	MOON RISES	2·19
SUN SETS	7·23	HIGH WATER	11·19

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD,
CHRIS. J. HOFFMAN,
THOMAS C. HAND,
} COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Dublin	Liverpool	New York	July	9
Palmyra	Liverpool	New York	July	12
Italy	Liverpool	New York	July	13
Manhattan	Liverpool	New York	July	13
Dorian	Glasgow	New York	July	13
City of Paris	Liverpool	New York	July	14
Cuba	Liverpool	New York	July	16
Cimbria	Havre	New York	July	16
Ville de Paris	Brest	New York	July	16
Australia	Glasgow	New York	July	16

FOR EUROPE.

C. of Antwerp	New York	Liverpool via H.	July	26
Wisconsin	New York	Liverpool	July	27
Hanover	New York	Bremen	July	28
Parana	New York	London	July	30
France	New York	Liverpool	July	30
Anglia	New York	Glasgow	July	30
C. of Paris	New York	Liverpool	July	30
America	New York	Bremen	July	30
Manhattan	New York	Liverpool	Aug.	3
Ville de Paris	New York	Havre	Aug.	6
C. of London	New York	Liverpool	Aug.	6
Italy	New York	Liverpool	Aug.	6
Australia	New York	Glasgow	Aug.	6
Union	New York	Bremen	Aug.	9
Etna	New York	Liverpool	Aug.	9

COASTWISE, DOMESTIC, ETC.

Prometheus	Philadelphia	Charleston	July	29
Missouri	New York	Havana	July	28
Cuba	Baltimore	N. Orls. via K. W.	Aug.	1
Pioneer	Philadelphia	Wilm'gton, N. C.	Aug.	2

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship Volunteer, Jones, New York, J. F. Ohl.
Steamer Rattlesnake, Winnett, Boston, J. S. Hilles.
Steamer R. Willing, Cundiff, Baltimore, A. Groves, Jr.
Steamer S. C. Walker, Sherin, New York, W. M. Baird & Co.
St'r Vulcan, Wilcox, New York, W. M. Baird & Co.
Br. brig M. U. B., Estes, Barbadoes, Warren & Gregg.
Brig Almon Rowell, Nichols, Matanzas, do.
Schr S. & E. Corson, Corson, Boston, via Georgetown, D. C., David Cooper.
Schr Problem, Marshall, Petersburg, via Havre-de-Grace, David Cooper.
Schr Mary Riley, Riley, Savannah, C. Haslam & Co.—not as before.
Schr Percy, Coalwell, Eastport, Souder & Adams.

ARRIVED SATURDAY.

Steamer Sarah, Jones, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr Iris, Griffin, 3 days from James River, Va., with lumber to Collins & Co.

Schr J. C. Thompson, Vansant, 4 days fm Boston, with ice to Lyons & Myers—vessel to C. Haslam & Co.

Schr James Anderson, Tunnell, 1 day from Indian River, with lumber to Collins & Co.

Schr Young Teazer, Slocumb, from Fall River, with guano.

Schr Geo. Nevenger, Smith, fm Boston, in ballast.

Schr Susan, Cobb, from Boston, with mdse.

ARRIVED YESTERDAY.

Steamer J. S. Shriver, Webb, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Nor. bark Nebo, Sandberg, 6 days from Boston, in ballast to L. Westergaard & Co.

Nor. brig Olaf Kyree, Larsen, 60 days from Palermo, with fruit and brimstone to Isaac Jeanes & Co.—vessel to L. Westergaard & Co.

Brig J. H. Dillingham, Mudgett, 13 days from Cardenas, with sugar and molasses to order.

Br. brig Posie, Smith, 18 days from St. John, N.B., with laths.

Brig H. S. Bishop, Weber, 10 days from Cardenas, with molasses to E. C. Knight & Co.

Schr John Simes, Heath, 16 days from Windsor, N. S., with plaster to Souder & Adams.

Schr Louisa Crockett, Flanders, 13 days from Windsor, N. S., with plaster to B. Crawley & Co.

Schr Kate P. Lunt, Lunt, 18 days from Windsor, N. S., with plaster to Souder & Adams.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 23.—Four barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 23.—The following barges leave in tow to-night, eastward:—

Harvest Moon, W. Norman, Great North, Ann McCaffrey, Charles French, W. S. Burton, and W. T. Blessing, all with coal, for New York. L. S. C.

MEMORANDA.

Ship Saranak, Dunlevy, for Liverpool, was towed to sea from Mobile 17th inst.

Steamer America, from Bremen and Southampton, arrived at New York yesterday.

Steamer Siberia, from Liverpool, arrived at Boston yesterday.

Steamer City of Baltimore, from New York, arrived at Queenstown yesterday.

Steamer North America, from Quebec for Liverpool, arrived at Londonderry 23d inst.

Steamer Achilles, Colburn, from Georgetown, D.C., for Boston, passed Holmes' Hole 5 P. M. 21st inst.

Steamer Prometheus, Gray, for Philadelphia, sailed from Charleston 23d inst.

Br. steamer Britannia, Campbell, from New York 6th, at Havana 21st inst.

Br. steamer China, Macauley, from New York 12th, at Queenstown 22d inst., and proceeded for Liverpool.

Br. steamer Erin, Webster, cleared at New York 23d inst. for Liverpool.

Br. steamer Amazon, Corbishley, from New Orleans for Liverpool, was spoken 14th inst., 15 miles south of Cape Florida.

Br. steamer Dacian, Laird, cleared at New York 23d inst. for Glasgow.

Fr. steamer Lafayette, Rosseau, cleared at New York 23d inst. for Havre.

N. G. steamer Hanover, Himbeck, from Bremen 6th and Havre 9th, at New York 23d inst., with 294 passengers.

Steamer Mariposa, Kemble, from New Orleans 16th, at New York 23d inst.

Steamer Bienville, Baker, cleared at New York 23d inst. for New Orleans.

Steamer Caledonia, Ovenstone, from New York 9th for Glasgow, at Bristol 23d inst.

Steamer Fire Queen, Day, from Liverpool 21st ult., was at the South West Pass 18th inst.

Steamer Pioneer, Wakeley, hence, at Wilmington, N. C., 21st inst.

Steamer George, Tucker, cleared at New York 22d inst. for Cedar Keys.

Steamers St. Louis, Whitehead, and Sherman, Quick, cleared at New York 23d inst. for N. Orleans.

Steamer Ariadne, Eldridge, cleared at New York 23d inst. for Galveston.

Steamer Rapidan, Whitehurst, cleared at New York 23d inst. for Havana.

Steamer Cuba, Dukehart, from New Orleans via Havana for Baltimore, sailed fm Key West 23d inst.

Steamer City of Washington, Jones, cleared at New York 23d inst. for Liverpool.

Steamer Merrimack, Wier, cleared at New York 23d inst. for Rio Janeiro.

Steamer Crescent City, Norton, from New Orleans, at New York 23d inst.

Br. bark Carlton, Durkee, for Philadelphia, cleared at Yarmouth, N. S., 12th inst.

Brig Delmont Locke, Cochran, for Philadelphia, cleared at Darien, Ga., 16th inst.

Schrs M. B. Somers, John Stroup, Rescue, and others, sailed from Holmes' Hole P. M. 21st inst.

Schr Ella Brown, Robinson, for Philadelphia, cl'd at St. Johns, N. B., 19th inst.

Schr S. T. Hall, Chapman, at Mayaguez 10th inst. for Philadelphia about 14th.

Schrs Hiawatha, Newman, and Ella Amsden, Smith, for Philadelphia, sailed from Newburyport 21st inst.

Schrs Mabel H. Irons, Irons, and Ocean Belle, Coffin, for Philadelphia, sailed from Providence 21st instant.

Schr United States, Hopkins, hence, at Newport 20th inst.

Schr Sarah Clark, Griffin, hence, at Fall River 20th inst.

Schr E. Barda, Dukes, hence, at Gardiner 14th inst.

Schr S. H. Sharp, Webb, for Philadelphia, sailed from Gardiner 13th inst.

Schr Broadfield, Crowell, for Philadelphia, sailed from Gardiner 15th inst.

Schr M. M. Weaver, Weaver, for Philadelphia, sailed from Bath 21st inst.

Schr S. D. Hart, Burgess, hence, at Calais 17th instant.

Schr Veto, Manning, for Philadelphia, cleared at Charleston 21st inst.

Schr Elvie Davis, Hand, hence; Goddess, Kelly, do.; and Gust. Martin, from Trenton, at Providence 22d inst.

Schrs Richard Hill, Smith, and Westmoreland, Rice, sailed from Providence 22d inst. for Philadelphia; also sailed, schr John Lancaster, Williams, for Philadelphia or Newburg.

Schr Goddess, Kelly, hence, at Pawtucket 22d instant.

Schr Mary E. Simmons, Gandy, hence, at Boston 22d inst.

Schr Anna Amelia, Bush, hence, at Norfolk 21st instant.

Schrs Archer and Reeves, Ireland, and Thomas C. Worrell, Seward, for Philadelphia, sailed from Norfolk 22d inst.

Schr Enchantress, Davis, from Boston for Philadelphia, at New York 22d inst.

Schrs John Price, Nickerson, and West Dennis, Crowell, for Philadelphia, cl'd at Boston 22d inst.

Schr M. Vassar, Jr., Christie, for Philadelphia, s'ld from New Bedford 22d inst.

Schr Reading RR. No. 45, Roden, hence for Hartford; W. P. McDevitt, Mullen, hence for Bridgeport; Surf, Abbott, from Trenton for Hartford; Foam, Homan, from do. for do., passed Hell Gate 22d inst.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,

No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 41

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N WATER St. and 22 N DELAWARE Avenue.

THE PRINCIPAL DEPOT
FOR THE SALE OF
REVENUE STAMPS,
No. 304 CHESNUT STREET.
CENTRAL OFFICE, No. 105 S. FIFTH STREET
(Two doors below Chesnut street),
ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ½ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to
JOHN F. OHL,
28 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana on Friday, August 5.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.

The WYOMING will sail for Savannah on Saturday, July 30.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, August 2, at 6 A. M. Returning, will leave Wilmington Saturday, August 9.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
6 1½ No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1½

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4½

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to
WILLIAM M. BAIRD & CO., Agents,
54 No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11½

WATER PURIFIERS.

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.

In operation and for sale at the MANUFACTORY, No 220 DOCK Street, and by House-furnishing Stores generally.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	60,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	102,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	$3,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value,	$1,255,270·0
	Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for Insurances made	323,700·75
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
	Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
	Cash in Bank $168,318·88	
	Cash in Drawer 972·26	169,291·14
		$1,852,100·04

DIRECTORS.

Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Theophilus Paulding,
James Traquair,
Henry Sloan,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Hugh Craig,
John D. Taylor,
George W. Bernadou,
William C. Houston,

Samuel E. Stokes,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade,
Jacob Riegel,
Jacob P. Jones,
James B. McFarland,
Joshua P. Eyre,
Spencer McIlvain,
H. Frank Robinson,
J. B. Semple, Pittsburg,
A. B. Berger, Pittsburg,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,
PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President.
R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company
OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731'67

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,425,731·67

INCOME FOR 1870, $810,000.
LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,
Samuel Grant,
George W. Richards,
Isaac Lea,
George Fales,

Alfred Fitler,
Thomas Sparks,
William S. Grant,
Thomas S. Ellis,
Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25

TRUSTEES.

WM. H. HAMILTON,
JOHN CARROW,
GEORGE I. YOUNG,
JOS. R. LYNDALL,
LEVI P. COATS,
SAMUEL SPARHAWK,

CHARLES P. BOWER,
JESSE LIGHTFOOT,
ROBT. SHOEMAKER,
PETER ARMBRUSTER,
M. H. DICKINSON,
PETER WILLIAMSON,

JOSEPH E. SCHELL.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

AMUSEMENTS.

UNITED AMERICAN MECHANICS' HALL, FOURTH and GEORGE Streets.

A GRAND COMPLIMENTARY CONCERT for the benefit of Mr. WILLIAM FALLOWFIELD, the blind Pianist and Vocalist,

TUESDAY EVENING, July 26.

On this occasion the following gentlemen have kindly volunteered to appear:—E. L. Batchelor, Pianist; John Baker, Baritone; James Fielding, Miniature Organ; William Pulman, Violinist; W. Markward, the Renowned Comic; Charles Drew, Balladist; Thomas Lachall, Champion Bone Player; Ed. Chew, Celebrated Clog Dancer; William Fallowfield, Blind Vocalist.

Come and stretch forth a hand like a brother,
Remember that life's but a span,
'Tis our duty to help one another,
And do a good turn when we can.

Admission Tickets, 25 cents. Doors open at o'clock; Concert commences at 8. 7 12 12t

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1205 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY
OF
NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
William Welsh,
S. Morris Wain,
John Mason,
George L. Harrison,

Francis R. Cope,
Edward H. Trotter,
Edward S. Clarke,
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William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 8 4

CHARTER PERPETUAL.

ASSETS $200,000.

MUTUAL FIRE INSURANCE COMPANY OF GERMANTOWN.

OFFICE, No. 4829 MAIN STREET.

Take risks in Philadelphia, Montgomery, and Bucks counties, on the most favorable terms, upon Dwellings, Barns, Merchandise, Furniture, Farming Implements, Hay, Grain, Straw, etc. etc.

DIRECTORS.

Spencer Roberts,
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William Ashmead, M. D.,
Abram Rex,

Nicholas Rittenhouse,
Nathan L. Jones,
James F. Langstroth,
Charles Weiss,
Joseph Boucher,
Charles Millman,

Charles H. Stokes.

SPENCER ROBERTS, President.
CHARLES H. STOKES, Secretary and Treasurer.
WM. H. LEHMAN, Assistant Secretary. 5 28 smw3m

ASBURY
LIFE INSURANCE CO.
NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY,
JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwf1y No. 302 WALNUT Street, Philadelphia

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,
William H. Rhawn,
William M. Seyfert,
John F. Smith,
Nathan Hilles,
George A. West,

Robert Pearce,
John Kessler, Jr.,
Edward B. Orne,
Charles Stokes,
John W. Everman,
Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23½

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Isaac Hazlehurst,
Thomas Robins,
John Devereux,

Thomas Smith,
Henry Lewis,
J. Gillingham Fell,
Daniel Haddock, Jr.,

Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)	$200,000·00
CASH Assets, July 1, 1870	550,732·90

DIRECTORS.

F. Ratchford Starr,
Nalbro Frazier,
John M. Atwood,
Benj. T. Tredick,
George H. Stuart,
John H. Brown,

J. Livingston Erringer,
James L. Claghorn,
Wm. G. Boulton,
Charles Wheeler,
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Evening Telegraph

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MONDAY, JULY 25, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

CAUSES OF THE EUROPEAN WAR.

THERE is a substantial agreement between the French and Prussian versions of the immediate causes of the present war. The French allege, rather ostentatiously, that the honor of their nation demanded not merely a withdrawal of the German candidate for the Spanish throne, but guarantees against the revival of his pretensions. In the official circular of the French Minister of Foreign Affairs to the diplomatic agents of France, the premeditated intention of Prussia to refuse such guarantees is stated to be an unpardonable offense, more especially as this refusal is alleged to be part of the policy which threatens to destroy the balance of power in Europe. Napoleon, in his address, does not condescend to discuss particulars. He lays stress upon encroachments of Prussia, her growing power and threatening attitude, and refers to the immediate cause of the quarrel in general terms by stating that Prussia's evasion of the French demands "disclosed the instability of the international understanding." It is a peculiarity of all the French statements that they never pretend to describe the nature of the guarantees demanded from Prussia, while the despatch forwarded a few days ago from Berlin gave an account of their character which, if correct, clearly indicates that Napoleon wished deliberately to insult King William and to leave him no alternative between war and deep diplomatic degradation. The Emperor was anxious to influence the passions of the French people, and to impress them with a belief that they were insulted by proceedings which, according to the German understanding, were in reality a deadly insult to the monarch of their reconstructed Fatherland. Napoleon and his satellites, without making a direct misstatement, put a coloring upon the whole subject which is made up of the half-truth that forms the deepest lie.

One of the most remarkable features of the Emperor's popular manifesto is his allegation that his main object now is to "conquer a durable peace," and to "assist in abolishing that precarious condition of things where all nations are forced to employ all their resources in arming against each other." Hypocrisy is said to be the homage that vice pays to virtue, but we could scarcely have expected the heir of the devastating conqueror who held all Europe in awe for years, who has been embroiled during his own reign in wars with Russia, Austria, China, and Mexico—and whose hopes are all centred in his army—to continue to preach peace homilies at the moment when he is about leading his forces to a mighty conflict of his own creating. The idea that France fights for durable peace on any other basis than her own unchallenged ascendancy is the baldest impertinence that her present ruler ever attempted to palm upon the public. The advocates of Prussia claim that if she triumphs in the present war the end which Napoleon professes to seek will in reality be attained—that is to say, that the prostration of French dominance will sweep away the old pretexts for maintaining large standing armies in Europe. It remains to be seen who is right in this issue of veracity, but we cannot help thinking that peace would be less likely to be broken, for light and transient causes, if the steady Germans triumph, than if the Frenchmen are furnished with new incentives for future wars.

One paragraph of Napoleon's address indicates that he is ready to play the *role* of a liberating revolutionist if a combination of monarchical powers is formed against him. He says that the flag he now unfurls is the same which has borne over Europe the civilizing ideas of the great French Revolution; that "it represents the same principles and it will inspire the same devotion." In this age, when men's minds are familiar with the betrayal of the hopes excited by similar declarations three-quarters of a century ago, and when the tortuous career of the present Emperor of France is understood throughout all Europe, no continental community will be so stupid as to confide in these false promises, and we doubt very much whether any Frenchman will be credulous enough to believe them. They will serve rather as the crowning plumage of Napoleon's garb as the great humbug of the age, and they will intensify the determination of his foreign and domestic enemies to hasten his political destruction.

CONSTABLE McMULLIN'S TROUBLE.

ON Saturday the friends of Constable McMullin, who was consigned to the County Prison a few days ago by Judge Paxson for contempt of court in refusing to obey a writ of habeas corpus, endeavored to procure his release, but the Judge was firm in his determination that the offending officer should suffer a suitable punishment for his outrageous behavior. McMullin, it will be remembered, not only refused to obey the writ, but he used considerable bad language which had a personal reference to the Judge, and in addition to this offense he treated his prisoner in an unnecessarily violent and tyrannical manner. Judge Paxson very properly characterized this as an aggravated case, and on Saturday, when McMullin's friends characterized a fine of $300 as a severe punishment, the Judge replied that he intended to make it severe, and the probabilities are now that Constable McMullin will either find some means of raising the money or else will remain in the custody of Superintendent Perkins of the County Prison until he has had an ample opportunity to study out the nature of a writ of habeas corpus. While the officers of the law of all grades should receive the support not only of the courts, but of all well-disposed citizens, when they are engaged in the execution of their duty, the disposition with many men "clothed in a little brief authority" to carry things with a high hand, and to be a law unto themselves, should be promptly and decidedly checked. That the constables and other officers are often unnecessarily violent and overbearing in their manners, many of our citizens are well aware, and acts of tyranny are frequently submitted to in silence because of the difficulty and annoyance that an appeal for justice would occasion. When an officer, however, undertakes to refuse obedience to a writ of habeas corpus, and to insult the court that issues it, it is high time that he is instructed in regard to the nature of his responsibilities. The probabilities are that when Constable McMullin comes out of Moyamensing he will be a wiser if not a better man.

REAR-ADMIRAL DAHLGREN'S VINDICATION.

WE invite the attention of our readers to the very interesting account of the naval operations against Morris Island, S. C., Fort Wagner, and Fort Sumter, from the pen of the late Rear-Admiral John A. Dahlgren, which we publish to-day. In consequence of the great success of Hamersley's "Records of the Living Officers of the Navy," it was determined to issue a new and enlarged edition, and Mr. Hamersley wrote to a number of the leading naval officers for their opinions on disputed questions. Rear-Admiral Dahlgren was one of those applied to, and he was requested to give his version of the difficulty between himself and Brigadier-General Quincy A. Gillmore. The Admiral accordingly prepared a sketch of the operations of the South Atlantic squadron while it was under his command, and with the permission of Mr. Hamersley we have quoted from his manuscript those portions that relate particularly to the co-operative movements of the army and navy in Charleston harbor. The quarrel between General Gillmore and Admiral Dahlgren was one of the scandals of the late war, and up to the day of his death Dahlgren rested under the imputation that he was totally incompetent as a commander of forces in the face of the enemy. Whether the story he tells will remove this imputation we leave for those versed in military and naval tactics to decide, but he certainly makes out a strong case for himself, and retorts upon General Gillmore the charge of incompetency with considerable acerbity. If Admiral Dahlgren was in the right and Gillmore in the wrong during the contest before Charleston, the people of the country have a right to know the fact; and the Admiral's vindication of himself is important, particularly in view of the fact that it was prepared for publication but a short time previous to his death, and was evidently intended as a challenge to his calumniators to discuss the subject in all its bearings, now that the war has been concluded and the events sufficiently remote to ensure a calm and dispassionate judgment on the part of the public.

IT IS sincerely to be hoped that no effort will be spared to bring to justice all the scoundrels implicated in the outrageous assault on a young lady a few nights ago on South Broad street. Three of the ruffians were identified on Friday by their victim, and two more arrests were made on Saturday. If these should be recognized as participants in the assault, there will remain but two members of the gang still at large. No pains ought to be spared to secure them also, and the course of justice should be swift and merciless. There appears to be no doubt whatever that the three men arrested on Friday are guilty, and a prompt trial and the full penalty of the law should be meted out to them. There has been a frightful increase of ruffianism in some sections of the city of late, and it is time that the strong arm of the law was interposed for the protection of orderly citizens. The case under consideration was of such a particularly outrageous character that the severest punishment permitted by our too merciful laws will be insufficient to satisfy outraged justice, and no quibbles of counsel or pleas for mercy must be allowed to stand between the guilty ones and the direst penalty that the Court is able to impose upon them.

BELIEVERS in the devoutness and Arcadian simplicity of the Russian peasant will be shocked by a story of Russian peasant life told by the *Exchange Gazette* of St. Petersburg. Eugenia Chubakova having been brought to bed of a stillborn child, put it away in a large box, which the experienced women of the village had told her was the proper thing, under the circumstances, to do. Two days afterwards she raised the lid of the box to see what had become of the child, found that it had disappeared, and concluded that the "Domovoi," or Spirit of the House, had carried it away. Chubakoff, the husband, and the wise woman who had assisted at the delivery, were of opinion that the Demovoi had taken possession of the body, and it was resolved to keep the whole affair a profound secret. A month afterwards, however, in the course of a family quarrel before witnesses, it came out that Eugenia Chubakova had given birth to an infant, and that the Spirit of the House had flown away with it. The local authorities heard the story, and instituted a search, the result of which was that a village thief named Vassili was proved to have stolen the missing body, and, acting under the advice of a wizard, to have fried it, in order that out of the fat which fell from it he might make a talismanic candle to assist him in the pursuit of his profession. By the light of the candles made from the fat of a fried baby a thief may steal as much as he likes without fear of discovery; but it is necessary that the baby should have been baptized. The light from a candle made out of the fat of a stillborn child is without virtue, and as soon as this was explained to the thief he desisted from the magical process which he had already commenced. Once in possession of a candle made from the fat of a baptized infant the thief has a course of unbroken prosperity before him, the only difficulty in his way being that proverbial one of the first step. How is he to get his first candle by which to steal unperceived his first infant? In a more advanced country than Russia it would, of course, not be necessary for him to steal the child at all. It would be sufficient to advertise for it.

OBITUARY.

General William T. H. Brooks.

The death of General William T. H. Brooks, late of the United States Army, took place on July 19 near his residence in Huntsville, Ala. This gentleman and soldier was a native of Ohio and a graduate of West Point in the class of 1841. He performed military service in the Florida war, in Texas during the military occupation, and in the Mexican war. In the Mexican war he took part in the battles of Palo Alto, Resaca de la Palma, Monterey, Cerro Gordo, Contreras, Cherubusco, the siege of Vera Cruz, and the operations before the City of Mexico. He was appointed Brevet Captain from the date of September 23, 1846, and Brevet Major August 20, 1847, on account of meritorious conduct. After the close of that war he was on frontier duty until the late Rebellion, when he joined the Army of the Potomac as Brigadier-General of Volunteers. He was present at all the operations of that army until July, 1863, when he became commander of the Department of the Monongahela at the time of Lee's advance into Pennsylvania. While in this position he took the measures which were instrumental in the capturing of Morgan's raiders. In April, 1864, he obtained command of a division of the 18th Corps, Army of the James, and afterwards of the 10th Army Corps. He was in all the battles around Petersburg and Richmond. In July, 1864, he resigned on account of ill health, being then a Major of the 18th Infantry, and purchased a plantation near Huntsville, Ala., where he settled. He had visited a few months ago a medicinal spring for the benefit of his health, and receiving no aid from that source started to return home, from which place he was about six miles distant when he died.

LEGAL INTELLIGENCE.

The Knights of Pythias Again.

Court of Common Pleas—Judge Allison.

On Saturday an application was made to revoke so much of the decree of the Court on the 16th inst., in the case of Metzler vs. True Knights Lodge, No. 220, K. of P., which enjoins the defendants not to enforce the pretended order of the Supreme Lodge requiring the members to take a certain obligation that they will never join a certain beneficial order known as the S. P. K.

In support of the application, Mr. Edgar M. Chipman, of counsel for True Knights Lodge, stated that obedience to the decree of the Court, Metzler, the plaintiff in the bill in equity, had been restored to his position as an officer of the lodge; that subsequently to his reinstatement charges were preferred against him for having violated his obligations and disclosed the recent transactions of his lodge. These charges were now pending, and the defendant Metzler would have a fair and impartial trial according to the constitution and by-laws of the lodge.

The application was resisted by counsel for plaintiff, who endeavored to support their case by an affidavit of one Leader, who was not a member of the True Knights Lodge, and not a party interested in these proceedings. Judge Allison decided that the affidavit was improperly made, and not entitled to consideration, as it was not shown that the party making it had any authority so to do. He further said he never intended at the time the decree was made to restrain the Supreme Lodge from enforcing any constitutional order, as the question was not brought before him at the hearing last Saturday, and he would not now pass upon it. He would, therefore, grant the motion and direct that so much of the decree as related to defendants not enforcing the pretended order of the Supreme Lodge be revoked, and a decree made accordingly.

DOWN IN A WELL.

Accident in the Family of a Philadelphian—Delights of Country Boarding.

The Juniata *Sentinel* says:—Recently M'Alistersville was thrown into the wildest econfusion. And no wonder, for the life of a child was in imminent danger. A gentleman, a resident of Philadelphia, and a merchant by profession, rather than take his family to the "seaside," where there is but little else than "jam" and dissipation, unless one owns a house there, chose rather to bring his family up into Lost Creek valley, and amidst its woods and hills and fertile fields find recreation, pure and wholesome, both of mind and body. He took rooms at Mr. North's hotel, at M'Alistersville. On the morning above stated a small child of his family, while unattended, wandered into the back yard to a well, in the centre of which stood a pump, surrounded by a common board covering. The boards about the stock on the one side had decayed to such a degree that when the child got on them it fell through. It was missed about this time and looked for, and to the awful horror of the lady, who peeped into the well, was seen there on the surface of the water. The cry of alarm was given. Mr. North, with great presence of mind, hastened to the well with a pole, and put it down and twisted it fast in the child's clothing, thereby keeping it from sinking until a citizen of the town climbed down the wall and rescued the little one from drowning. We learn that the whole town was on the street about Mr. North's, expressing their sympathy for the alarmed family. The child received no injury.

—The latest applicant for a divorce in Indiana sets forth in his complaint that his wife had been in the habit of attempting to poison him by sprinkling his bed and clothing with cow-itch. He had been "itching" for a divorce for some time, but failed to screw his courage up to the sticking point until last week.

SPECIAL NOTICES.

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DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.

7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY, Office, No. 227 S. FOURTH Street.

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7 15 1m S. BRADFORD, Treasurer.

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WHAT IS IT?

General Secret Movement Among the Colored People of Tennessee.

The Memphis *Avalanche* of the 20th inst says:—The colored folks, particularly in Davidson county, are moving. There is, in fact, a general quiet.

UNDERHANDED SECRET MOVEMENT.

It is common to both city and country. It has been noticed with apprehension by a great number of people in the country, who have been talking and writing to us about it for the last week. Investigations in various directions left the conviction that there was certainly a mysterious movement on foot. The colored people in the country hold their meetings in the open fields at the dead hour of the night, a good distance away either from the habitations of the whites or of their own folk. Their deliberations are carried on in silence and no reference is made afterwards to what was said or done. When cornered by the respectable citizens who become aware of the proceedings, they always say that they are temperance meetings, and that they want to establish a

COLD WATER SYSTEM

among the colored folks. They find by experience, they allege, that pledges and promises have a more binding effect when made with great solemnity, and surrounded by mysterious influences. That the organization, by being semi-secret, is more likely to spread rapidly, and to become strong in the accession to its ranks of firm adherents.

In the city the attendants and leaders at such meetings commonly allege that their gatherings are *indignation meetings*, which they found it necessary to hold in view of the many recent outrages perpetrated upon the colored people throughout the country. It is not alleged that any white persons attend those meetings. They are managed exclusively by colored people; and none of the actual proceedings at any of them has been known to leak out. The object of these nightly gatherings, as believed by the most intelligent and observant citizens in the country, who are thoroughly acquainted with the colored characteristics, is retaliation. They are all banding together, and, it is said, arming, and their design is to gather sufficient numbers, when it is deemed necessary to avenge an injury, and to strike terror and ruin in the neighborhood where any insult or injury may have been offered to their race.

THE LOCALITY.

These movements on the part of the colored folks are not confined to any one or two localities. We hear of them all over the county, and, and in some instances, outside the county. We have given the various explanations offered by various parties, but whether they are cold water, indignation, or revengeful in their character, there appears as yet no positive proof. One thing is certain, the mysterious movements go on.

HYDROPHOBIA.

Fallacy of the Mad Stone—Death of a Man Bitten by a Dog Last May.

The St. Louis *Republican* of the 22d inst. has the following:—

Mr. John Sayers, a laborer in the North Missouri Railroad car shop, died yesterday morning of hydrophobia. As the facts connected with the unfortunate event possess a peculiar interest at this season of the year, we give a brief narration of the circumstances connected with the case. Sayers was a married man, thirty years of age, of a robust and powerful frame, and until recently in very good health. On the 24th of May a little poodle dog belonging to him was fighting with another dog, when he attempted to separate them. In doing so his own dog bit him on the inside fleshy part of the hand, near the thumb.

Deceased felt some pain from the injury and went to a man in St. Charles who had what is known as a "mad stone," and it was applied twice. The second time it is said to have adhered twenty minutes. About twelve days ago Sayers accidentally knocked the skin off the place on the hand where the cut had been, and soon afterwards felt an acute pain which extended to the shoulder. The pain increased and on Saturday he was obliged to quit. On Monday he went to Dr. Gallagher, and on Tuesday he said the pain had left his arm. His symptoms subsequently were not altogether such as usually accompany hydrophobia.

He was not violent or wild, but exhibited a deadly aversion to water. He could not drink it, but was able to take some wine. On Wednesday evening a change took place in his condition, and he said he felt he was going to die. A medical gentleman saw him at 9 o'clock, but he thought there was no danger then. For about an hour, and an hour before his death, Sayers talked in an excited and incoherent manner. He died yesterday morning at 2·30 o'clock, and was buried in the afternoon.

The case is a sad one, and illustrates the horrible danger of a dog bite in the summer season, and the necessity of taking proper measures to prevent possible results when there is any reason to believe the dog mad. It further tends to show that the virtues of the "mad stone," in which so many believe, furnish but a poor guarantee of a cure, and if it helps to explode the humbug, and leads people to resort to the only safe measures, cutting out the part and severe cauterization, it will not have been entirely barren of fruits.

A GREAT LEAP.

A Plan to Jump from the Suspension Bridge at Niagara Falls.

The Buffalo *Express* of the 23d instant says:—Mention has been made of the contemplated leap of Mr. Frank Thorne from the new Suspension Bridge at the Falls. At first, the announcement, which has appeared in a great many papers throughout the country, was regarded in the light of a joke, then people imagined that there must be some sell about it, *i. e.* a little "Jenkins-Velocipede-business," or something of that sort, but now those who take any interest whatever in the matter have settled down to the conclusion that Mr. Thorne is some reckless individual who is "bound to break his neck, any how."

It makes no especial difference, however, what people may think: the leap is to be made, and in a good, fair, and square manner, as we are assured by Mr. Thorne, who leaves this city next Monday, for the Falls, where he will remain until the time of the event, which is to occur on Saturday afternoon August 13, at 4 o'clock. He jumps from the centre of the new bridge, and will descend a distance of one hundred and ninety-five feet.

EXPERIMENTS.

By actual experiment it has been ascertained that bodies of any material weight will reach the water from the bridge in less than five seconds. A stone weighing about two hundred pounds descended in about three seconds, an exploring canine made the trip head first in a little over five seconds. Another dog of a more progressive nature, probably, made the trip in a little less time, but expired on the spot.

Mr. Frank Thorne, the young man who is to make this perilous journey, is a Buffalo boy of about twenty-five years of age, of good stature, modest demeanor and courageous disposition. He has tried his hand at jumping more than once and always with success. A few years since he made a leap into the Allegheny river, in Pennsylvania, of about ninety feet. He has tested his lungs and finds that he can hold his breath for thirty seconds, which will give him ample time to reach the water, descend thirty feet, and come up again. The only difficulty that is experienced is the task of keeping himself upright in the descent. If he can do that, and he undoubtedly can for so short a time, his success and the $10,000 he is to receive are certain.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at

P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

CITY ITEMS.

EVERYTHING IN THE WAY OF
SUMMER CLOTHING
NOW TO BE CLOSED OUT AT
GUARANTEED LOWER PRICES
THAN ELSEWHERE.

Half-way Between Fifth and Sixth Sts. } BENNETT & CO.,
TOWER HALL,
NO. 518 MARKET STREET.

AS MANY OF THE COMPLAINTS OF CHILDREN originate from the irritation and the derangements caused by worms, a remedy that will effectually rid the system of these pests is well calculated to be of great benefit, and to be frequently required in every family. Dr. D. Jayne's Tonic Vermifuge is such a preparation, not only certain to destroy worms, but most excellent for the purposes of a General Tonic, strengthening the stomach and digestion, and dissipating any febrile tendency in the system. In Dyspepsia, young and old will find it equally effective, and, altogether, no remedy of more general application could be kept in the household. Sold everywhere. Small size, 37 cents; double size, 50 cents per bottle.

THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY of Hartford, Conn., have removed their office in this city from No. 404 Walnut street to new and improved quarters at No. 530 on the same street. This company is now in a most flourishing condition. It is of twenty-three years standing, and its assets are now $27,566,479·26, which is an average accumulation of more than one million of dollars per annum. The surplus is $9,671,875·26, and the income for 1869 was $8,978,751·25. The total of death claims paid to date was $9,563,987, and the dividend payable in 1870 is $2,300,000. The total amount insured is $177,000,000. The Philadelphia general agent is Mr. Walter H. Tilden, who can always be found at the company's office. The limits of travel and residence for the insured have been greatly enlarged during the year, so that no inconvenience is now experienced.

OUR CONCLUSION.—As far as we are able to judge (and we have given the subject no little consideration and attention), the conclusions to which the scientific world, the press and the public have arrived with regard to RAND'S SEA MOSS FARINE are founded on incontrovertible facts; and we have no hesitation in warmly recommending the article to our readers as an essential to the economic cuisine, and as a genuine luxury. To dyspeptics, invalids, and all those requiring a light and delicate food, we feel assured it will prove an invaluable blessing. In fact, we can hardly say too much in favor of this most delicious and palatable food. It will be found for sale by all of our druggists and grocers; and if you care to have a delicious dessert, do not go home without a package.

ST. JAMES HOTEL, BOSTON, MASSACHUSETTS.—During the travelling season, if our patrons will kindly inform us, either by telegram or letter, of their intended arrival, we can be better prepared for their comfort.

In accordance with the reduction in the value of gold, the transient board at the St. James is reduced to Four Dollars per day.

PROPRIETOR ST. JAMES HOTEL.

A NEW ADVERTISING DODGE.—Every time a lady who uses a fragrant SOZODONT opens her mouth she advertises the article. The state of her teeth is a certificate of its excellence. No spot darkens their surface, no impurity clings to them, the cushions in which they are set are rosy, and the breath that swells through them is sweet as the breeze of June.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments.
O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

"SPALDING'S GLUE," useful in every house.

MARRIED.

KNIGHT—YOHN.—July 10, at Summerfield M. E. Parsonage, No. 718 East Dauphin street, by Rev. W. C. Best, Mr. JOHN KNIGHT, of Manayunk, to Miss KATE YOHN, of Schuylkill Falls.

PATTERSON—TOWN.—On the morning of the 21st instant, at St. Joseph's Chapel, JOHN A. PATTERSON, of Belleville, Illinois, to LUCY TOWN, of this city.

DIED.

FRANCISCUS.—Suddenly, on the morning of the 23d instant, at Cresson, GEORGE C. FRANCISCUS.

Services to be held at his late residence, No. 1823 Chesnut street, at 4 o'clock P. M., on Tuesday, the 26th instant. Interment at Laurel Hill. Relatives and friends are respectfully invited to attend. **

MCCARTNEY.—On the 24th instant, BRIDGET MCCARTNEY, wife of Daniel McCartney, aged 81 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1312 Silbert street, on Wednesday at 7½ o'clock.

ROBERTS.—On the 23d instant, Mrs. ANNIE ROBERTS, wife of George W. Roberts, in the 36th year of her age.

The relatives and friends, and also the Masonic Ladies, No. 12; Shackamaxon Tent, No. 4; and Sisters of the Forest, are respectfully invited to attend the funeral, on Wednesday afternoon at 1 o'clock, from the residence of her mother, Mary Brady, No. 727 Richmond street.

SCOTT.—Suddenly, on the 24th instant, JOHN E. SCOTT, aged 58 years and 10 months.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 419 S. Fifth street, on Wednesday afternoon at 5 o'clock. Interment at Ebenezer Church Ground.

SNODGRASS.—Suddenly, on the 23d instant, at Bristol, Anne Arundel county, Md., ANNA, second daughter of James H. and Ella R. Snodgrass, aged 1 year.

The relatives and friends of the family are invited to attend the funeral, from her parents' residence, No. 943 S. Third street, on Tuesday, the 26th instant, at 3 o'clock. Interment at Laurel Hill.

VAN GUNTEN.—On the 24th instant, REBECCA, wife of John Van Gunten, aged 51 years.

The relatives and friends of the family are requested to attend the funeral, from her late residence, No. 1212 Monterey street, on Wednesday afternoon, the 27th instant, at 4 o'clock.

TO RENT.

TO RENT—TEMPORARILY, FROM NOW until January 1, 1871,
THE FIRST-CLASS STORE,
NO. 34 S. SECOND STREET.
Inquire of W. T. SNODGRASS & CO.,
7 21 6t N. W. Cor. NINTH AND MARKET Sts.

TO LET—THE STORE PROPERTY NO. 732 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address
THOMAS S. FLETCHER,
13 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements. Apply to
AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

TO LET—HANDSOME DOUBLE HOUSE, No. 3909 Spruce street, West Philadelphia. All the latest conveniences. Fine large yard, with shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 25 4t

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 Chesnut street, No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1mrp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),

FROM PHILADELPHIA PASSENGER STATION, Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

EXCURSIONS.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "

Horses, carriages, and freight, taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10t mwftf No. 52 N. DELAWARE Avenue.

WHARTON STREET M. E. CHURCH NEW YORK BAY EXCURSION, TUESDAY, July 26, 1870.

Now for a chance to see the result of the International Yacht Race. Boat leaves Walnut street wharf at 7·30 A. M. Tickets, $2·50, at No. 1618 Arch street, No. 56 N. Fourth street, and at the boat on the morning of the excursion. 1t*

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

FURNITURE, ETC.

PURCHASERS OF

COTTAGE CHAMBER SUITS

And the various styles of

BEDSTEADS,
BUREAUS,
WASHSTANDS,
WARDROBES, ETC.,

Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is

STAMPED WITH OUR INITIALS AND TRADE MARK,

And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter what representations may be made concerning them.

KILBURN & GATES,
Wholesale Manufacturers of Cottage Furniture,
No. 619 MARKET STREET,
7 2 smw6mrp PHILADELPHIA, PA.

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 11 PHILADELPHIA

FURNITURE
Selling at Cost,
No. 1019 MARKET Street.
4 18 3m G. R. NORTH.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,
IRON FOUNDERS,
(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)
Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.
FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.
JNO. EDGAR THOMSON,
President. JAMES HOEY,
6 27 mwf 6m General Manager.

$8000, $7000, AND $5000 TO INVEST upon Mortgage. Apply to
7 22 3t* A. FITLER, No. 51 N. SIXTH Street.

FINANCIAL.

A DESIRABLE

Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in

$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.

Eight Per Cent. Per Annum in Gold.

A PERFECTLY SAFE INVESTMENT.

First Mortgage Bonds

OF THE ISSUE OF

$1,500,000,

BY THE

ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the

Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds................	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE

Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.

These Bonds will be sold at a price which will make them a very desirable investment.

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA

FINANCIAL.

Wilmington and Reading RAILROAD Seven Per Cent. Bonds.

FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE

Per Cent. First Mortgage Gold Loan,

Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustee under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.

First Mortgage Bonds

OF THE

Danville, Hazleton, and Wilkesbarre Railroad Company,

At 85 and Accrued Interest

Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc., etc.

FINANCIAL.

JAY COOKE & CO.

PHILADELPHIA, NEW YORK, AND WASHINGTON,

BANKERS

AND

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

No. 114 S. THIRD Street,
PHILADELPHIA. 7 1 3m

UNION PACIFIC RAILROAD CO.

Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is

$10,400,000.

Between July 26, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 131,462 32-100 acres for $534,091·08, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·03, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

NOTICE.

TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the **General Mortgage Bonds of the Pennsylvania Railroad Company.**

APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER

FOR SALE.

C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street,
4 1 PHILADELPHIA.

THE

Lehigh Valley Railroad Company

Will, until August 1 next, pay off at

Par and Accrued interest,

Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
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DAHLGREN VS. GILLMORE

The Dispute Between Them.

The Navy Before Charleston.

The Capture of Morris Island.

The Siege of Sumter and Wagner

Dahlgren's Version.

Sherman Sustains Him.

Gillmore's Incapacity

Many of our readers will remember that during the operations against Morris Island and Fort Wagner, and afterwards, General Q. A. Gillmore and the officers under his command complained that they did not receive from the navy an efficient support. The blame for this was laid upon Rear-Admiral Dahlgren, who assumed the command of the South Atlantic squadron a short time previous to the attack on Morris Island, and military incapacity was not the least serious charge made against him by Gillmore and the officers of the army. Whether through his own fault or not, it is certain that Admiral Dahlgren did not make a distinguished reputation by his management of the fleet before Charleston, and his differences with Gillmore excited an intense feeling against him in the army.

Admiral Dahlgren's course, whether judicious or otherwise, was approved by the Navy Department, and he was retained in command of the South Atlantic squadron until the conclusion of the war. We are not aware that he ever made any reply whatever to the accusations of General Gillmore, and the public have been somewhat in a state of uncertainty as to the exact nature of the quarrel between the two commanders. The following account of the naval operations before Morris Island and Fort Wagner is an extract from a brief but comprehensive sketch of the doings of the South Atlantic squadron while under the command of Rear-Admiral Dahlgren, which was written by the Admiral a short time before his death for the second edition of Hamersly's "Records of the Living Officers of the United States Navy." This paper was prepared by the Admiral at the request of Mr. Hamersly, and it is interesting not only as a succinct account of the performances of the navy during the active operations against Charleston, but as an answer from the pen of Admiral Dahlgren himself to the accusations made against him by General Gillmore. It will be seen that the Admiral retorts upon Gillmore with the charge of incapacity, and according to his own statements the movements of the army under that officer's command were a series of blunders from the beginning, and that they were only saved from total failure by the efficient support which the navy gave at all times. This narrows the issue between the two officers down to a fine point; and if General Gillmore had any real grounds of complaint against Rear-Admiral Dahlgren, now is the time for him to state specifically what they were. The following is the naval side of the question according to Dahlgren:—

ADMIRAL DAHLGREN TAKES COMMAND.

Rear-Admiral Dahlgren arrived at Port Royal on the 4th of July, 1863, and on the 6th relieved Admiral Dupont of the command of the South Atlantic Blockading Squadron. Having been told by Admiral Dupont that Brigadier-General Gillmore was very anxious to proceed with some operations against Morris Island, Admiral Dahlgren immediately sought an interview with Gillmore and agreed to assist in the reduction of the island. He might well have demurred to the instant action required, for he had no instructions from the Navy Department authorizing him so to do, and the iron-clads were not ready for such service; the experience of the 7th of April had shown the necessity of strengthening the pilot-houses and bases of turrets, and the work was in progress on three at Port Royal, the others being scattered at other ports.

THE ATTACK ON MORRIS ISLAND.

Notwithstanding this disadvantage and that of never having seen the locality of the contemplated operation, the Admiral agreed without hesitation to co-operate with Gillmore in the attack on Morris Island. The work was stopped at once on the monitors, and before daylight on the 9th of July (the day fixed) four of them were off the Charleston bar ready to enter, but the General would not be ready before the next day. It was still dark when the Admiral's flag was hoisted on board the Kaatskill and the monitors began to move for the bar. The land batteries on Folly Island opened fire as soon as there was light enough, and the monitors crossing the bar were placed in position so as to enfilade the Rebel batteries that defended the south end of Morris Island, and so well, too, that some of the shot from our own batteries passed over the leading vessels. The effect of the naval fire was quickly seen to be decisive, and a column of our troops being landed the Rebels abandoned their works precipitately and fled in confusion up the island to Fort Wagner, more than two miles distant. The Admiral followed with the monitors, skirting the shore, and by 9 o'clock was in position off Fort Wagner, as near as the shoalness of the water would permit, opening fire on the work and sustaining it until 6 o'clock in the evening (excepting an hour for dinner) notwithstanding the excessive heat of the weather. General Gillmore did nothing more that day nor night than to secure possession of the deserted batteries. But next morning a note from him in pencil announced that "*We attempted to carry Fort Wagner by assault this morning and reached the parapet, but the men recoiled and fell back with slight loss.*" The Admiral had not received the least notice in advance and thus was prevented from rendering any assistance. It will be perceived that the precious moments following the defeat of the enemy and the capture of his southern batteries were entirely lost, for if Fort Wagner could ever have been carried by assault it was on the 10th of July, when the southern works of the island had been captured and the garrison had fled for shelter into Wagner. The force assigned to the position had proved inadequate—no reinforcements were coming, and none did come through the day, nor were they gotten there before midnight—the monitors were abreast of Wagner, enfilading its principal front towards the troops with a steady fire. It was only 9 o'clock in the morning, our troops had been but a few hours in movement, had met no resistance worth mentioning, and the distance to Wagner was inconsiderable. It was the enemy's weakest moment and our opportunity, that would never present itself to us as it did then.

GILLMORE'S REASONS FOR NOT TAKING WAGNER.

The reason for this unaccountable failure is thus given by General Gillmore:—"The heat being intense and the troops exhausted, offensive operations were suspended for the day." And yet, out of nearly 11,000 men, it does not appear that more than 6000 or 7000 were employed in the direct attack and in the diversion up the Stono. Why the balance was not pushed forward, or the landing column, after a suitable respite and refreshment, is nowhere explained. That General Gillmore *did* believe assault to be practicable is clearly shown by his attempt next morning, after the garrison had been reinforced and the enemy permitted to recover from his defeat, unfortunately, too, without any notice for naval aid. And thus the best chance for taking Wagner by an off-hand assault was lost. It is true that sixty days of toil in the trenches and the iron-clads, of exposure to sickening heat, death by disease and the bullet, did eventually bring us into possession, but could not compensate for the loss of time; for to have been masters of Wagner on the 10th of July was a very different result from being so on the 8th of September. The one would have found the enemy entirely unprepared to resist our further advance, either upon Sumter and the harbor, or upon the seaward extremity of Sullivan's Island, or upon James Island by the Stono river, and that with a military and naval force fresh and almost untouched. But the other *did* find us with soldiers, sailors, and iron-clads much the worse for wear, and far less efficient than at first, while the enemy had improved the same time by strengthening the defense in every respect.

THE ARMY NOT PREPARED.

There had been clearly no preparation by the General for the occasion, nor ready thought to use it when it offered; so the golden moments were lost, the enemy gained courage and reinforcements during the night, our soldiers were pushed at the work in the morning; those who led were not followed, and were promptly repulsed. No notice had been given to the navy, therefore its fire was not present to assist, and this dilatory, slight, and illy-prepared assault had just such a conclusion as might have been expected, to be paid for afterwards in the toil and waste of life that marked the next sixty days.

If this first part of the enterprise against Morris Island had not been entirely a surprise, the enemy was certainly unprepared for the force and rapidity of execution, as they might have been, perhaps, for the impotency of the conclusion.

THE SECOND ASSAULT ON WAGNER.

The General now decided to make a second assault in force and to cover it by some light batteries, established at distances varying from one thousand to seventeen hundred yards. While the preparations for this design were going on the monitors were daily at work keeping down the fire at Fort Wagner, the gunboats assisting at long range.

On the 18th of July the batteries ashore opened fire violently on the fort, and the monitors took position as near as the state of the tide would allow, anchoring at 1200 yards; just outside of them was the frigate New Ironsides, and at long range the gunboats. As the tide rose, the Montauk, bearing the Admiral's flag, gradually closed in until within 300 yards of the fort, when grape was used. Unable to endure the severe raking fire from the vessels, the enemy kept out of sight—not a gun was fired in reply nor a man to be seen. About sunset a note from General Gillmore announced his intention to assault, and the Admiral perceived our men moving up to the work, but before they reached it the darkness hid them from view. Until this moment an incessant and accurate fire had been maintained by the vessels; and now it became impossible to distinguish whether it took effect on friend or foe, and, of necessity, was suspended. Quickly came up from the darkness the rattle of musketry and the flashes of light artillery, which continued without intermission until 9·30, gradually abated and then ceased. This attempt to "make manifest the real and concealed elements of strength" of Wagner (so styled by General Gillmore) cost us some 1500 men. The chief cause of the disaster must be found in the failure to assault on the 10th, immediately after the capture of the southern batteries, which would either have succeeded or else have disclosed satisfactorily the *real and concealed elements of strength*, with much less loss to ourselves.

WHY THE NAVY CEASED FIRING.

The naval fire was also placed in abeyance at the most critical moment by the lateness of the hour, which was the real cause of its suspension, and not, as General Gillmore states, "for fear of hitting our own men" when they "approached near the work;" and yet notwithstanding these disadvantages the troops got hold of and held the south east bastion for some time, when further mischance intervened. Colonel Davis, in his "History of the 104th Pennsylvania," says:—"Here we have the old story, that somebody whose duty it was to support the advance failed to come up in time, and in consequence the hard-earned advantage was lost."

A BLOODY AND DISHEARTENING FAILURE.

Whatever the cause, the fact of failure stood out in bloody and disheartening figures, and with it the conviction that the work must be reduced by the slow and laborious operation of siege, which, after the severe losses in men, amounting to 33 per cent., demanded reinforcements.

The trenches were accordingly advanced, always assisted by the flanking fire of the navy, in the course of which General Gillmore determined to batter Fort Sumter over Fort Wagner, with the intention of subduing the fire of the former and prevent its being used to aid in the defense of the latter.

THE ATTACK ON SUMTER.

One month was consumed in the preparation, and on the 17th August the batteries opened fire upon Sumter. The official naval despatch says:—At the same time the Admiral moved up with his entire available force," leading with his flag in the Weehawken, followed by the Kaatskill, Nahant and Montauk, Passaic and Patapsco in reserve for Sumter; the Ironsides opposite Wagner and the gunboats at long range. By 9·20 the navy fire had silenced Wagner, and prevented its cannon and musketry from troubling our men while pounding Sumter. In a few days this fort was in such a condition as to be unable to take any further part with its guns in disturbing the advance of our trenches, an advantage gained at the expense of a greater, for in firing at so great a distance the flight even of rifle-shot or shells was so much dispersed as to convert the regular wall into a mass of rubbish, on which little if any further impression was possible. It would have been far better, so far as the breaching of Sumter was concerned, if the firing at it had been postponed until our cannon could have been placed at Cummings' Point, some 1300 yard from Sumter; then the gorge wall could have been cut through with regularity by the rifle-cannon, and when the rubbish began to accumulate, round shot and shell would have laid the interior of the work more fairly open to the view of our guns. The entire novelty of the feat did not allow it to be rightly appreciated at the time, and gave it a brilliancy which proved to be illusory. On this occasion the naval force sustained a loss difficult of repair and for the time of serious consequences. The monitor Catskill was disabled by a heavy shot, which crushed the top of the pilot-house and killed the gallant Captain George Rodgers, the Admiral's Fleet Captain. Neither he nor the monitor could be spared under the circumstances.

THE FALL OF FORT WAGNER.

Fort Wagner finally fell on the 7th of September, after a most pertinacious resistance, continued 57 days from the first assault made on the morning of the 11th of July. Soon after dark on the night of September 6 our sappers pushed by the south face of the fort, and next morning the final assault was to have been delivered. This was preluded by a tempest of fire from the land batteries and vessels, which began at daybreak on the 5th, and was continued 42 consecutive hours, in the course of which several thousand shot and shells were thrown into Wagner. The enemy rightly comprehending it to be no longer tenable, evacuated during the night, and abandoned Morris Island entirely.

And thus was accomplished the work agreed on by the Admiral and General at Port Royal some two months previously, and here also terminated the joint military and naval operations in front of Charleston.

THE AID OF THE NAVY INDISPENSABLE.

To what had been done the navy not only contributed, but was indispensable. All that General Gillmore *did* do was under cover of the navy cannon. But for the presence of the iron-clads he could not have landed upon Morris Island on the 10th of July, nor have remained there afterwards, much less have operated against Fort Wagner. The safety of his troops would have been menaced by the three Rebel iron-clads in Charleston harbor, and being cut off by them from supplies of all kinds, would probably have become prisoners of war. General Gillmore seems to have been laboring under some such impressions when he wrote (page 13, §27) "that beyond the capture of Morris Island and the demolition of Fort Sumter, the land forces, numbering scarcely eleven thousand men of all arms available for offensive operations, could not, unless largely reinforced, take the lead in any operations against the interior or land defenses of Charleston that involve *their leaving their hold upon the narrow sea islands, where on the one hand they had the co-operation of the navy against the iron-clad rams and gunboats of the enemy, and on the other practically impassable marshes, against which* the well-known superior numbers of the enemy and their facilities for concentrating troops by railroad could be of *little avail* and confer no advantage."

GILLMORE'S NERVOUSNESS.

The exceeding nervousness of General Gillmore on every move of the enemy that seemed to have the slightest bearing upon this position, was evinced in several instances by his calls for assistance from the navy. For instance:—

Telegrams from General Gillmore.	*Replies from Admiral Dahlgren.*
July 30—8 A. M.—The enemy firing musketry from Wagner, and interferes with my working. Can you not help me to subdue him?	I have just ordered a monitor and a gunboat into action.
Aug. 11—2·35 A. M.—Please open as soon as possible; the enemy's fire is very heavy.	All right.
Aug. 17—To save Sumter the enemy may attempt a sortie in the morning. Can you get monitors in position as early as to-day?	A detachment of iron-clads will be in position at daybreak.
August 17—The enemy are mounting a heavy gun on the sea face of Wagner.	I have sent two monitors to keep them quiet in Wagner.
August 19—If you could replace them (Whitworth guns) with 8-inch guns, and 300 or 400 rounds of ammunition for each gun, it would help us greatly.	I will have them replaced immediately.
August 21—My approaches to Wagner are suspended on account of the annoyance from the enemy's sharpshooters. Can you not stop it?	I will try to do so.
August 21—The fire from Wagner is very galling.	I am now going to move up with the monitors.
August 22—Wagner has opened a heavy fire on our works. Unless the navy succeed in silencing them, there is great danger of their dismounting our guns.	I will send up two or three monitors at once.
August 22—Col. Turner telegraphs me from the front that, unless the navy opens speedily, two of our guns will certainly be dismounted.	Orders have been given, and the monitors are moving up.
August 23—Can you let me have some 100-pounder Parrott shells? I am entirely out.	I can let you have 250 shell and 100 shot; also, 100 Schenkl shells.
August 27—Can I take another 8-inch gun and a 100-pounder Parrott from your vessels?	You can take the guns.

All of these were outside of the ordinary work of co-operation, and were at times so pressing that the request was repeated before the iron-clads could get up their anchors and steam into position.

WHAT THE NAVY ACTUALLY DID.

Some idea may be formed of what the navy did contribute to the reduction of Morris Island from the following summary:—

Engagements of the United States Vessels off Charleston with Rebel Forts and Batteries in the Course of Two Months' Operations.

July 10—With Fort Wagner; monitors Kaatskill (flag-ship), Montauk, Nahant, Weehawken.

July 11—Fort Wagner; monitors Kaatskill (flag-ship), Montauk, Nahant, Weehawken.

July 18—Fort Wagner (during the assault); monitors Montauk (flag-ship), Kaatskill, Nantucket, Weehawken, Patapsco; frigate New Ironsides; gunboats Paul Jones, Ottawa, Seneca, Wissahickon.

July 20—Fort Wagner; iron-clad frigate Ironsides.

July 22—Fort Wagner; monitor Nantucket; gunboat Ottawa.

July 24—Fort Wagner; to cover the advance of our shore batteries—monitors Weehawken (flag-ship), Kaatskill, Montauk, Patapsco, Nantucket; frigate Ironsides; gunboats Paul Jones, Seneca, Ottawa, Dai-Ching.

July 25—Fort Wagner; gunboats Ottawa, Dai-Ching, Paul Jones.

July 28—Fort Wagner; monitors Weehawken, Kaatskill; gunboat Ottawa.

July 29—Fort Wagner; iron-clads Ironsides, Patapsco, Passaic.

July 30—Fort Wagner; iron-clads Ironsides, Kaatskill, Patapsco; gunboat Ottawa.

July 31—Fort Wagner and other batteries on Morris Island; gunboat Ottawa.

August 1—Fort Wagner; iron-clads Montauk, Patapsco, Kaatskill, Weehawken, Passaic, Nahant; genboat Marblehead.

August 2—Fort Wagner; gunboats Ottawa, Marblehead.

August 4—Fort Wagner; monitor Montauk; gunboat Marblehead.

August 6—Fort Wagner; gunboat Marblehead.

August 8—Fort Wagner; gunboats Ottawa, Marblehead, Mahaska.

August 11—Fort Wagner and vicinity; monitors Patapsco, Kaatskill.

August 13—Fort Wagner and other batteries on Morris Island; gunboats Dai-Ching, Ottawa, Mahaska, Wissahickon, Racer.

August 14—Fort Wagner and other batteries on Morris Island; gunboats Wissahickon, Mahaska, Ottawa, Dai-Ching; mortar-boats Racer, Dan Smith.

August 15—Fort Wagner; mortar-boats Racer and Dan Smith.

August 17—Fort Wagner and other Rebel batteries on Morris Island, in order to divert their fire from our land batteries, which were pounding Fort Sumter; iron-clads Weehawken (flagship), Ironsides, Montauk, Nahant, Kaatskill, Passaic, Patapsco; gunboats Canandaigua, Mahaska, Ottawa, Cimarron, Wissahiccon, Dai-Ching, Lodona.

August 18—Fort Wagner, to prevent assault anticipated by General Gillmore; iron-clads Ironsides, Passaic, Weehawken; gunboats Wissahickon, Mahaska, Dai-Ching, Ottawa, Lodona.

August 19—Fort Wagner; iron-clad Ironsides.

August 20—Batteries on Morris Island; iron-clad Ironsides; gunboats Mahaska, Ottawa, Dai-Ching, Lodona.

August 21—Forts Sumter and Wagner; iron-clads Ironsides, Patapsco; gunboats Mahaska, Dai-Ching.

August 22—Fort Wagner; iron-clads Weehawken, Ironsides, Montauk.

August 23—Fort Sumter (night attack); iron-clads Ironsides, Weehawken (flag-ship), Montauk, Passaic, Patapsco, Nahant.

August 31—Fort Moultrie; moniters Passaic, Patapsco, Weekawken, Nahant.

Sept. 1, 1863—Fort Sumter and obstructions in channel (night attack); iron-clads Weehawken (flag-ship), Montauk, Passaic, Patapsco, Nahant, Lehigh.

Sept. 2—Battery Gregg and Fort Sumter; iron-clad Ironsides.

Sept. 5—Between Sumter and Battery Gregg; iron-clads Ironsides, Lehigh, Nahant.

Sept. 6—Fort Wagner and Battery Gregg; iron-clads Ironsides, Patapsco, Lehigh, Nahant, Montauk, Weehawken, Passaic.

Sept. 7—Fort Moultrie and batteries on Sullivan's Island; iron-clads Ironsides (flagship), Patapsco, Lehigh, Nahant, Montauk. Weehawken got ashore.

Sept. 8—Fort Moultrie and batteries on Sullivan's Island, to cover the Weehawken (ashore); iron-clads Ironsides, Patapsco, Lehigh, Nahant, Montauk. Passaic disabled.

Amounting to 34 days out of 60 in which the squadron was engaged with batteries of great strength, and continued through more or less of the day. In two or three instances the actions occurred at night. Besides these frequent contests with the heavy works of the enemy, the never-ceasing preparation and activity inseparable from the pursuit of a continued operation are to be considered, as well as a vigilant eye to the movements of the Rebel iron-clads, ready to use the first unguarded moment—especially at night—which required at least two monitors to be kept on picket. All of this to be sustained within the contracted limits of iron-clads, and under the sweltering heat of a Southern summer—a duty most faithfully performed, and never understood or appreciated except by those who bore a part in it.

THE ABANDONMENT OF MORRIS ISLAND.

The end came with the abandonment of Morris Island; and there also practically concluded the joint operation of the two arms in front of Charleston, as arranged between the commanding military and naval officers early in July. No further plans being proposed by the former, the Admiral, in the absence of any positive instructions in regard to an independent movement, was left to his own judgment and his own resources.

The enemy had rightly appreciated the consequences of our being established on Morris Island. On the 10th of July, sooner or later, the rest of Morris Island must be given up, and in all probability Sumter also. But so long as this could be postponed was there opportunity of substituting other defenses for those thus lost, which was fully effected before we had possession of the island. Fort Johnson and other interior works were added or improved, and the Sullivan's Island batteries made very formidable. Even the ruin of Sumter was retained, contrary to all expectation. On the other hand, the naval resources had been materially impaired, the decks of the monitors had been badly scored by heavy shot, their side armor damaged, their bottoms so covered with grass and shells as to reduce the speed to the lowest available rate, and the boilers less able to raise or to bear steam. One of them had been temporarily disabled in the action of the 17th of August, and was still in the hands of the mechanics. The experience of the last two months had also shown what resistance was to be expected from sand batteries, and how far our naval force could affect them. An advanced and almost isolated post like Wagner had kept back the united force of troops and iron-clads for two months. What then could the naval force of itself achieve against the more powerful, more extensive, and more numerous works within, forming a system in which each was supported by its neighbors? Even the access to this concentrated force was barred at the entrance by the heavy batteries of Sullivan's Island, and by the obstructions which Sumter was still able to protect on its side. Had Sumter fallen with Morris Island these obstructions could have been removed, and the vessels allowed to enter and withdraw if unable to remain. But the enemy loosened not his hold of Sumter, and Admiral Dahlgren perceived at once that his only chance lay in compelling him to do so. He made instant preparation for the purpose.

THE ARRANGEMENTS FOR ASSAULTING SUMTER.

As seen from our vessels, the rubbish from the gorge wall of Sumter produced by our fire formed a rough but regular ascent from the water upwards—a column of sufficient force should therefore be able to make its way into the work, and a detachment of four hundred men was picked from the different wooden vessels at hand. This body was to be covered by a monitor placed in the narrow vein of deep water between the north end of Morris Island and Sumter. Its fire would clear the breach in advance, and protect retreat if it became necessary. The night was preferred because the foot of the beach could be reached unperceived, and our men would afterwards be less exposed to the cross-fire from Forts Johnson and Moultrie. The judgment of the Admiral as to the practicability of an assault, and the time of making it, was fully approved by the action of General Gillmore, who it seems contemplated a proceeding almost exactly similar; on learning which the Admiral determined that his own column should only go forward in company with that of the troops. Some questions arose in adjusting the arrangements for acting in concert, which induced him finally to send his acting chief of staff to General Gillmore for a more prompt solution.

AN UNFORTUNATE ACCIDENT.

Meanwhile an unfortunate accident had deprived the assault of an essential aid. The monitor which was to afford a base to our column, and to cover its movement, grounded in the night in the shoal water near Sumter, and was discovered in this situation when the day broke, within fair range of the formidable batteries on Sullivan's Island. As the tide fell, the thin iron bottom below the armor became exposed, and in this helpless situation the enemy's cannon opened a heavy fire upon the monitor. There was no remedy but to interpose the entire iron-clad force in order to save the monitor, which was accordingly done. After a severe cannonade of three hours, the enemy was beaten from his guns, and about 4 P. M. the Weehawken was floated off.

THE ASSAULT ON SUMTER.

Whilst the action was going on the arrangements for assault that night were being made, as already stated, and about 11 o'clock the chief of staff having returned from General Gillmore, with full understanding as to the co-operation of the columns, left to take his place as a volunteer with that of the navy. Soon after the flag steamer was put in motion and steered for Fort Sumter to overlook the action, anchoring as near it as the shoal water permitted in the darkness of the night. Just as the Admiral was about to step into his barge, a perfect blaze of light illuminated the fort, whilst the screeching of the shots from Johnson and Moultrie, and an iron-clad inside, filled the air above. Nothing daunted, the leading seamen followed their officers, and ran up the slope, at the head of which they were stopped by the bare wall rising above the *debris*, that in all probability had been cleared away for the purpose. The repulse was complete; some of our men were killed, some became prisoners, among them the gallant Williams, who went down with his ship, the Oneida, recently, in the bay of Yokohama, and Preston, who gave his life at Fort Fisher, Lieutenants Remy, Brower, Meade, and Bradford; Ensigns Porter and Dayton; Mates Hovey and McCarty; Engineer Harmony, and Mr. Brayton. The military column came not, when its presence had been so far relied on that the naval column would assuredly not have gone forward without it.

THE FAILURE.

Thus failed the only effort in the Admiral's power to open the way into the harbor for his small and battered force of iron-clads, and with the additional damage so unexpectedly incurred, it was out of the question to make any further attempt, unless in concert with the army, or strongly reinforced, for the Passaic was nearly completely disabled, the Patapsco had been towed out of action, and the Weehawken had received some ugly damage under water, which could not be reached unless hauled up. The iron bottoms of all were now so foul as to diminish the speed too much for necessary manœuvres. * * * *

GILLMORE'S RIDICULOUS APPREHENSIONS.

Pending this state of things, one of the monitors got into a difficulty that had liked to prove serious. On the 16th of November General Gillmore telegraphed the Admiral:—"The enemy have opened a heavy fire on Cummings' Point. Will you have some of your vessels move up so as to prevent an attack by boats on the sea-face of the point?" Nothing could have been more supremely ridiculous than the apprehension conveyed by this request. So certain must have been the swift destruction of the enemy in making the attempt, that no move should have been made to prevent it. Imagine boats filled with troops, far away from succor, pulling for a beach lined with batteries, and close at hand numerous regiments—the water entirely controlled by our vessels!

THE MONITOR LEHIGH AGROUND.

As a refusal would have been misunderstood or misrepresented, the Admiral sent a monitor (the Lehigh) to take care of Gillmore and his batteries. It being quite dark, and the water off the north point of Morris Island dangerous with shoals, the Lehigh grounded, and the next morning being discovered in this situation, became a target for the formidable line of batteries on Sullivan's Island. But three other monitors were present—the Passaic, Nahant, and Montauk. They were ordered up, one to help the Lehigh off, the other two to divert the enemy's fire. Under a storm of shot and shell a hawser was sent by a boat from the Nahant to the Lehigh. Both pressed their steam—the hawser parted. It was replaced by another, and then another effort with the steam—the hawser was shot away. Again renewed, and now the critical moment came. The tide was at its height, and would cease to flow in a few minutes. A monitor was called out of action and placed ahead of the Nahant. The enemy's shot were coming thickly, and seemed to fall within the space between the vessels. Steam was brought gradually on the hawser—it began to unstrand under the enormous efforts of the two monitors. At the last moment the Lehigh started suddenly as if launched, and floated in deep water, when the iron-clads quietly steamed out of range. The Lehigh had been hit five feet below the water, and the water came in so rapidly as to make it necessary to send her to Port Royal for repairs.

THE END OF THE SIEGE OF CHARLESTON.

Late in February, 1864, the Secretary of the Navy signified his wish to see the Admiral at Washington, where he arrived on the 2d of March, only to hear, to his great disappointment, that no reinforcements could be sent. The new vessels were more needed elsewhere, and so ended the idea of entering the harbor of Charleston.

It is not to be supposed that without the aid of a suitable military force the vessels could have made any permanent impression, nor that this would have been the most judicious application of such a combined force, as it amounted to an attack on the strongest side and a neglect of the weaker. So ne of the ablest naval opinion could be offered in this respect. That of the great military strategist of the day will, however, be accepted as fully sufficient. General Sherman thus wrote Admiral Dahlgren:—

GENERAL SHERMAN'S OPINION OF DAHLGREN.

"From a residence at Fort Moultrie during the years 1842-3-4-5 and 6, I had acquired a knowledge of the water and land round about Charleston Harbor, and therefore feel competent to express an opinion on the points you make.

"I would not have advised you to run the iron-clad fleet past Fort Sumter, into the inner harbor of Charleston, on the theory that by bringing the city under your guns, the enemy would have evacuated both city and forts. I don't believe the forts would have been evacuated, but that the fleet would have been subjected to a terrific fire from the circle of batteries that would have crippled every ship and rendered the fleet useless for other purposes. The enemy could well have afforded to exchange the city of Charleston for the fleet." * * * * *

"When you and I were in Savannah, about Christmas of 1864, we discussed freely all these points, and you will recall my opinions then expressed most emphatically:—First. That Charleston was a place of no military importance at all; that the labor spent in the attempt to reduce it was useless; that all the attacks from the sea front were playing into the hands of the enemy, who of course had reason to rejoice at every attack from that quarter, etc.

"I now thank you in person for not having made the hazardous experiment, for when the time did come to act seriously, your fleet was perfect, well manned, and admirably suited to aid me in the execution of the plan which did accomplish the fall of Charleston, and more too."

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

SUMMER RESORTS.

CAPE MAY.

CONGRESS HALL,

CAPE MAY, N. J.,

Opens June 1. Closes October 1

Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.

TERMS—$3·50 per day June and September. $4·00 per day July and August.

The new wing is now completed.

Applications for Rooms, address

4 15 52t J. F. CAKE, Proprietor.

THE PHILADELPHIA HOUSE, CAPE ISLAND, N. J., IS NOW OPEN.

The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.

Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.

6 27 1m JERE McKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. [illegible]STIE & SAWYER,

6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.

6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL, CAPE MAY, N. J.

The new Atlantic is now open.

5 25 wfm 3m JOHN McMAKIN, Proprietor.

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.,

IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Aledo.

Terms, $20 per week.

Persons desiring to engage rooms will address.

BROWN & WOELPPER, Proprietors,

No. 827 RICHMOND Street, Philadelphia.

26 thstulm 6 26 dim 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular,

A FIRST-CLASS ESTABLISHMENT.

6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,

Located between United States Hotel and the beach,

ATLANTIC CITY, N. J.

BOARD REDUCED.

Open from June 1 to October 1.

6-1-2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE, ATLANTIC CITY.

A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.

Terms to suit.

7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 11m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,

6 11 2m Proprietress.

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.

6 25 6w GEORGE H. MACY, Proprietor.

CENTRAL HOUSE, ATLANTIC CITY, N. J., is NOW OPEN for the reception of guests.

6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,

6 11 3m Proprietor.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

3 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President,

PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.

WORKS, TWENTY-THIRD and FILBERT Streets.

Office and Warehouse,

4 1 No. 42 N. FIFTH Street.

PROPOSALS.

PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., July 1, 1870.

The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitant, separate sealed proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of WOOD, of 350 tons.

General plans, conditions, and specifications can be obtained from the Collectors of Customs at Portland, Me., Boston, New York, Philadelphia, and Baltimore.

Renewed proposals are also invited for the same steamer of IRON, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

GEORGE S. BOUTWELL,

7 7 11 14 18 21 25 28 Secretary of the Treasury.

J. T. EASTON. J. McMAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

SUMMER RESORTS.

SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.

MAY 20, 1870.

MANSION HOUSE, MT. CARBON,
Mr. Caroline Wunder, Pottsville P. O., Schuylkill
TUSCARORA HOTEL,
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE,
W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland
WHITE HOUSE,
F. Mayer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry Weaver, Reading P. O., Berks county.
CENTRAL AVENUE HALL,
G. D. Dav Reading P. O., Berks county.
SPRING MILL HEIGHTS,
Jacob H. Br ist, Conshohocken P. O., Montgomery co.
BOYERTOWN SEMINARY,
L. M. Koon Boyertown P. O., Berks county.
LITIZ SPRINGS,
George F. Greider, Litiz P. O., Lancaster county.
LIVING SPRINGS HOTEL,
Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Lerch, Pine Grove P. O., Schuylkill county.
EPHRATA SPRINGS,
John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL,
Davis Longaker, Collegeville P. O., Montgomery co.
PROSPECT TERRACE,
Dr. James Palmer, Collegeville P. O., Montgomery c
DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.

Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m5

ATLANTIC HOUSE,

Newport, Rhode Island.

BOARD REDUCED.

This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.

Families may make special arrangements by the week or season.

WM. W. HAZARD,

4 11 mfsp PROPRIETOR.

BELMONT HALL,

SCHOOLEY'S MOUNTAIN, N. J.,

IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

KITTATINNY HOUSE,

DELAWARE WATER GAP.

This delightful summer resort is now open, and much improved. Trains leave Kensington 7·30 A. M. and 3·30 P. M. Arrive at the Gap in less than five hours.

6 25 stuthlm* WM. A. BRODHEAD & SONS.

LAKE GEORGE—LAKE HOUSE, CALDWELL, N. Y.—Best of accommodations for families and gentlemen.

Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.

Open from June 1 to October 20. Address

6 6 2m H. J. ROCKWELL.

CHITTENANGO. WHITE SULPHER SPRINGS, Madison county, N. Y.

First-class Hotel, with every requisite.

Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors

W. D. WOOD,

6 30 1m* Proprietor.

PERSONAL.

NOTICE RELATING TO ARTIFICIAL LIMBS.

WAR DEPARTMENT,
SURGEON-GENERAL'S OFFICE,
WASHINGTON, July 15, 1870.

Congress having provided, by acts approved June 17, June 30, and July 11, 1870, for the reissue every five years of Artificial Limbs, or the value thereof in money, to officers, soldiers, seamen and marines who have lost limbs in the service of the United States, the following instructions are published for the benefit of those interested.

Applications should be made direct to the Surgeon-General, from whose office the necessary blanks will be furnished on request.

Upon applications for limbs in kind, orders will be given by the Surgeon-General, upon any manufacturer selected, who shall first have filed a bond in the sum of five thousand dollars, with two sureties, to furnish good and satisfactory limbs, without extra charge to the soldier, and make good all defects of material or workmanship without additional charge, subject in all cases to the inspection of such persons as the Surgeon-General may designate.

Blank forms of bonds will be furnished by this office.

Transportation to and from the place of fitting the limb will also be furnished upon a written request addressed to the Surgeon-General.

Applications for commutation will be certified by the Surgeon-General, and transmitted to the Commissioner of Pensions for payment, through the local pension agents.

As full instructions will be forwarded from this office with the blank form of application, the expense of employing an attorney or agent will be in no case necessary. J. K. BARNES,

7 23 4t Surgeon-General U. S. Army.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address

REV. T. W. CATTELL

7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.

OTIS BISBEE, A. M., Principal and Proprietor.

A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthlm

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 10. French is the language of the family, and is constantly spoken in the institute.

6 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30

CLOTHS, CASSIMERES, ETC

CLOTH HOUSE.

JAMES & HUBE

No. 11 North SECOND Stree

Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, 3 28 ms

AT WHOLESALE AND RETAIL.

USE CHAMBERS' STAR INK.

EVANS, STODDART & CO.,

7 9 fmwlm No. 740 SANSOM Stre

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTE

THE FRENCH ZOUAVES.

THEIR ORGANIZATION AND STYLE OF FIGHTING.

France possesses several special or extra corps entirely distinct from the regular army, the national guard, or the marines. One of them, and perhaps the most peculiar and eccentric, are the Zouaves. There are two kinds of Zouaves, the African or original Zouaves, who, in time of peace, are always stationed in Africa, and whose strength there is about 12,000 men, and the Zouaves imites, or imitation Zouaves, who are armed, equipped, and drilled like the original corps, but do not possess the same perfection in manœuvring, etc. These latter are only stationed a part of the time in Africa, the greater part they are stationed in various parts of France. In their armament the Zouaves differ materially from the regular infantry, particularly in their bayonets, which have the shape of scythes, and their side-arm, which is the Algerian yataghan—that is, the peculiar short-sword of the Kabyles. Also, in so far that they prefer to use their own private revolvers. No one can become a Zouave who is not a born Frenchman, and a very large number of them are recruited amongst the Paris loafers and gamins. Their drilling comprises, besides the military evolutions, more particularly also gymnastics, and no one can serve amongst them for any length of time who is not an accomplished and perfect swimmer, jumper, and climber. Their style of fighting differs accordingly from that of the regular infantry. They make no bayonet attacks in closed lines, but spread themselves out so as to have more room for striking about with their bayonet, and they enter the enemy's lines on the full run with large bounds.

One of their eccentricities is their love for cats, and they prefer as pets the large gray and black cat of Algeria. The training of these cats is admirable. They know not only all the soldiers, but also their four-footed comrades belonging to the same battalion, and easily pick out their own masters under all circumstances. They are very obedient to them, and, not only on the march but also in battle, take up their positions on their knapsacks—from which position they participate in the fight according to their own peculiar style, and jumping into the face of the enemy and scratching and biting in a furious manner. During the Crimean war the wounds in the faces of the Russian soldiers from these cats were so serious and numerous that they had to establish at Odessa a separate ward in the hospital for the better healing of them.

In climbing up and attacking a rocky height the Zouaves command their cats to the front to lead the way, and carefully watching the way the cats take they follow them closely and take advantage of every foothold pointed out by their trusty and agile comrades.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.
Returning leave Atlantic—	
Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M. and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M.

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at	8·00 A. M.
" Atlantic City at	4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
Agent.

6 28

PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia		10·20 P. M.
" "	Williamsport	8·00 A. M.
"	arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia		10·50 A. M.
" "	Williamsport	8·15 P. M.
"	arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia		7·50 A. M.
" "	Williamsport	6·00 P. M.
"	arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport		1·30 P. M.
" " "	arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie		8·50 A. M.
" "	Williamsport	9·25 P. M.
"	arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie		9·00 P. M.
" "	Williamsport	8·15 A. M.
"	arrives at Philadelphia	6·30 P. M.
ELMIRA MAIL leaves Williamsport		9·45 A. M.
"	arrives at Philadelphia	9 50 P. M.
BUFFALO EXP. leaves Williamsport		12·25 A. M.
" "	Harrisburg	5·20 A. M.
"	arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven		11·35 A. M.
" " "	arr. Williamsp't	12·50 P. M.
BALD EAGLE EX. leaves Lock Haven		9·35 P. M.
" " "	arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9·00 A. M. Mail and Express for Cape May.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $60. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

LONG BRANCH

VIA
CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.

7·00 A. M.	Due Long Branch 10·45 A. M.
8·00 "	Due Long Branch 12·16 P. M.
2·00 P. M.	Due Long Branch 6·03 P. M.
3·30 "	Due Long Branch 6·54 P. M.

The 7 A. M. and 3·30 P. M. lines run via Pemberton: 8 A. M. and 2 P. M. lines run via Freehold.

Palace Cars attached to 3·30 P. M. line.

Fare Philadelphia to Long Branch, $2·60.

7 12 6t W. H. GATZMER, Agent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3 10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6·45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4¼, 5·05, 5¾, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3 40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6½ P. M trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8 10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6¼ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 2 General Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2 50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.

7·15 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9·40 A. M. for West Chester stops at all stations.

11·50 A. M. for B. C. Junction stops at all stations.

2·30 P. M. for West Chester stops at all stations.

4·15 P. M. for B. C. Junction stops at all stations.

4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6·55 P. M. for West Chester stops at all stations.

11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.

6·30 A. M. from West Chester stops at all stations.

7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8·15 A. M. from B. C. Junction stops at all stations.

10·00 A. M. from West Chester stops at all stations.

1·05 P. M. from B. C. Junction stops at all stations.

1·55 P. M. from West Chester stops at all stations.

4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2·30 P. M. for West Chester stops at all stations.

4·30 A. M. from West Chester stops at all stations.

7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, ant 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York	$3·00
" " " " Long Branch	2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

REAL ESTATE AT AUCTION.

TRUSTEES' SALE

ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildngs of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¼ degrees west 102 1-10 perches, to stone; thence south 44¼ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¼ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¼ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 193¾ perches, to a hickory; thence by lands of Samuel McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches, to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98¾ perches, to a post; thence by land of Philip Martz, north 70¼ degrees east, 89¼ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG, } Trustees.
ENOCH LEWIS,

M. THOMAS & SONS,
6 27 mth 1827 Auctioneers.

WINES.

CHOICE TABLE CLARETS.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7 Corner ELEVENTH and VINE Streets

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

REAL ESTATE SALE.

July 26, will include:—

Orphans' Court Sales—Estate of Collins Rigg, deceased—MODERN THREE-STORY BRICK RESIDENCE, DYE-HOUSE, STABLE, and LARGE LOT, northwest corner of Emerald and York streets, Nineteenth ward, within two squares of the Philadelphia and Frankford Passenger Railway.

TWO THREE-STORY BRICK DWELLINGS, Nos. 806 and 808 Catharine street, west of Eighth street.

Sale by Order of Heirs—TWO-STORY BRICK DWELLING, No. 781 South Third street, below German.

MODERN THREE-STORY BRICK DWELLING, No. 2545 North Front street, Nineteenth ward.

STOCKS.

Also, 7 shares Kensington National Bank.

200 shares Rathbon and Camden Oil Company.

50 shares Camden and Atlantic Railroad pref.

$3000 Camden and Atlantic Railroad second mortgages. 7 23 2t

MARTIN BROTHERS, AUCTIONEERS.—

(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor.

ADMINISTRATOR'S PEREMPTORY SALE AT THE AUCTION ROOMS.

WATCHES, DIAMONDS, GOLD CHAINS, GUNS, PISTOLS, OPERA-GLASSES, GOLD JEWELRY, AND OTHER ARTICLES.

On Tuesday Morning,

July 26, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, without reserve, by order of administrator, stock of high and low-priced watches, diamonds, jewelry of various kinds, gold neck and vest chains, double-barrelled guns, pistols, opera-glasses, studs, sleeve buttons, sets jewelry, and other articles.

Every lot to be sold without reserve.

Catalogues ready and the goods arranged for examination early on the morning of sale. 7 22 3t

Administrator's Sale, No. 1618 Arch street.

SUPERIOR MAHOGANY AND ANTIQUE FURNITURE, Etc.

On Friday Morning.

19th inst., at 10 o'clock, at No. 1618 Arch street, by catalogue, by order of administrator, the superior household furniture, antique cases of drawers, dressing-tables, mirrors, high case clock, Canton china, glassware, English Brussels and ingrain carpets, fine large feather beds, etc., etc. May be seen early on the morning of sale. 7 25 4t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS,

CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. 11 24

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.

T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

JOSEPH PENNEY,

AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m

LUMBER.

1870 SPRUCE JOIST. 1870
SPRUCE JOIST.
HEMLOCK.
HEMLOCK.

1870 SEASONED CLEAR PINE. 1870
SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

1870 FLORIDA FLOORING. 1870
FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1870 WALNUT BOARDS AND PLANK. 1870
WALNUT BOARDS AND PLANK.
WALNUT BOARDS.
WALNUT PLANK.

1870 UNDERTAKERS' LUMBER. 1870
UNDERTAKERS' LUMBER.
RED CEDAR.
WALNUT AND PINE.

1870 SEASONED POPLAR. 1870
SEASONED CHERRY.
ASH.
WHITE OAK PLANK AND BOARDS.
HICKORY.

1870 CIGAR BOX MAKERS' 1870
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

1870 CAROLINA SCANTLING. 1870
CAROLINA H. T. SILLS.
NORWAY SCANTLING.

1870 CEDAR SHINGLES. 1870
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
11 5 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,

FIFTEENTH Street below Market.

ESLER & BROTHER,

PROPRIETORS. [4 29 3m

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts.

A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

4 12 12m PHILADELPHIA.

HAIR CURLERS.

THE HYPERION HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,

5 23 6m No. 63 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands.

Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

BLOODSHED IN ALABAMA.

Particulars of the Massacre at Cross Plains—Three Men Hung and Two Shot Dead—An Innocent School Teacher Lynched—His Touching Letter to his Wife.

From the Selma (Ala.) Press, July 16.

The State of Alabama, in the last few years, has often been disgraced by acts of violence and bloodshed. Republicans have, in many instances, been assassinated because of their political opinions, and still more frequently black men have been murdered because they belonged to a hated race and were powerless to defend themselves. Crimes of this character, however, have generally been committed upon individuals, and have rarely or never partaken of the nature of a wholesale massacre of unoffending people. It remained for this bloody stain to be fixed upon the fame of the State at Cross Plains on Monday night last.

On Sunday evening a young colored man, who was waiting at Cross Plains for the up train on the Selma, Rome, and Dayton Railroad, was ordered by a drunken white man to hold his mule. The young man readily complied, but the noise of the approaching train frightened the animal, which was young and wild, and it broke away from him. The drunken white man, returning soon after, got into a furious passion about the circumstance, abused the negro, and ended by kicking him off the platform.

The young man was naturally very indignant at this treatment from a man for whom he had endeavored to do a kindness. He went to Patona, about three-quarters of a mile distant, and urged a party of friends to return with him to Cross Plains to whip the man. At this point the teacher of the colored school at Patona, a Canadian named Luke, was apprised of the trouble, left his house, went among the negroes, and endeavored to quiet their anger, and advised them to let the matter rest. The party, however (a dozen in number, according to the Rome *Daily*), persisted in their intention to go to Cross Plains.

When within a short distance of the village, one of their number was sent forward and instructed to fire a pistol as a signal when he should see the white man they were in pursuit of. The pistol was discharged just as people were returning from church. Coming right after the brutal conduct of the white man in the evening, it instantly aroused the fears and fired the passions of the white people. Says one account:—"The citizens assembled and shot four negroes who refused to surrender. Over one hundred negroes were arrested. A carpet-bagger named Luke, from Canada, who is teaching a negro school at Patona, is under arrest as being the leader of the negroes in this murderous assault." As we have said, Luke endeavored to dissuade the negroes from proceeding to Cross Plains; and the murderous assault consisted of a signal shot, which hurt no one, and was not intended to.

Luke and the arrested negroes underwent some kind of an examination on Monday, and all were discharged except Luke and four colored men. At midnight a large party of armed and disguised men rode into Cross Plains, took these five men out of the calaboose, hanged Luke and two of the colored men to trees near by, shot the other two dead, and threw their bodies over the fence.

The particulars of Luke's death are very affecting. He was granted ten minutes in which to prepare to meet his Maker. This time he occupied in writing a touching letter to his wife, and in fervent prayer. His letter was stuck in the cleft of a tree, whence it was taken.

Indefensible on any other ground, his assassination is charged as the legitimate result of his own incendiary teachings. We are told, however by many who have known him long and well, that a more inoffensive man lived not in all that region. Though firm and pronounced in his own opinions, he never on any occasion sought to advance them by violence in deed or word. The only part he had taken in this affair was to endeavor to allay the anger of the negroes, and to prevent the party from going to Cross Plains.

We are told now that all is quiet at Cross Plains and Patona. It is the quiet of death. Free American citizens dare not express the indignation they feel lest they should meet the fate of the men who were murdered on Monday night.

LUKE'S LETTER TO HIS WIFE.

PATONA, July 11.—My Dear Wife:—I die to-night. It has been so determined by those who think I deserve it. God knows I feel myself entirely innocent of the charge—I have only sought to educate the negro. I little thought when leaving you that we should then part forever so far distant from each other. But God's will be done—He will be to you a husband better than I have been, and a father to our six little ones.

There is a balance of a little over $200 in the company's hands of my money, also my trunk and clothes are here. You may send for those matters, or let Henry come after them.

God of mercy bless and keep you, my ever dear, dear wife and children. Your

WILLIAM.

HARD ON THE SPECULATORS.

The Wheat in the Chicago Elevators Souring.

From the Chicago Tribune, 20th.

Unhealthy speculation in grain has again borne its legitimate fruit—as so many times in the past. The wheat in several of our Chicago elevators is declared to be hot, which is a prelude to souring, as the latter condition is the beginning of an injurious germination. The exact extent of the evil is not known; but there is reason to hope that it will not prove to be very serious, as the warehouse proprietors have doubled the storage charges on the badly-conditioned grain, which will necessitate its speedy removal.

It is always dangerous to let grain lie in large masses through the summer, on account of this tendency to spontaneous germination, which is exactly the same process as that excited in barley in the process of conversion into malt. It was especially dangerous this year, as the crop of spring wheat of 1869 was of a very poor quality, though a good one in point of yield. It was constitutionally unsound to begin with. Yet such accumulations of wheat as have been kept here during the summer have scarcely a parallel, except in 1868. In both cases the cause was the same, and the consequences equally disastrous, though different in kind. The spirit of local speculation was busy, and for months the price of wheat in this market was kept up several cents per bushel higher than the figures at which it would pay to send it East. As a consequence, the shippers were idle, and the grain accumulated. In 1868 our surplus was not taken out of store because England could supply her deficiencies more cheaply from Northern Europe than at the prices at which it was held here. Where this fact became evident a heavy break in prices followed, and wheat became a drug, though it did not spoil. Now the consequence of undue hoarding is visible in deteriorated wheat, some of which may prove to be a total loss to the holders.

KEROSENE.

Another Coal Oil Murder—Two Children Burned to Death.

The *Coal Register*, published at Mauch Chunk, says:—

A horrible accident happened last Sunday at the house of Jacob Klumb, who lives about a mile and a half from White Haven, on the road leading to Eckly. In the morning of that day he and his wife started for church, leaving a hired man and two little daughters, aged thirteen and six years. About 11 o'clock the elder child began to make preparations for dinner. In kindling the fire the wood failed to ignite, and she got the oil-can and poured a few drops on the wood. In a moment the can exploded, and both she and her little sister, who was standing near, were in flames. All efforts to save them proved futile, though the neighbors were soon on hand and did all in their power. When the flames were subdued the bodies presented a horrible spectacle. They were almost burned to a crisp, and the flesh in some places fell from the bones. Dr. Halsey, of White Haven, was called, and did all he could to relieve the sufferers. The youngest child lived about two hours, the other died in the evening. The funeral took place on Monday afternoon, and was largely attended.

RELICS OF CHARLES DICKENS.

One of the Most Remarkable Sales on Record—Nearly Fifty Thousand Dollars Obtained.

From the London Daily News.

The prices given at this sale on Saturday exceeded all expectation. Every one knew that men would bid high, and that some of the most popular lots would give rise to keen competition, but the reality far surpassed expectation, and the statistics of the Charles Dickens sale will long remain among the most interesting traditions of Messrs. Christie and Manson's famous rooms.

Mr. John Forster, Mr. Dicken's intimate friend and executor, and the man who is by common consent spoken of as his biographer, sat behind the auctioneer, and was the purchaser of Stanfield's "Logan Rock" for seventy-five guineas. Mr. Dicken's eldest son, Mr. Charles Dickens, Jr., stood in the crowd, and bought an exquisite little water-color, by W. Hunt, of roses in a blue and white jug, for three hundred and twenty guineas; while Mr. George Scharf, F. S. A., Mr. Dion Boucicault, Mr. Hawkins, Q. C., Mr. John Hollingshead, Mr. Edmund Yates, Miss Braddon, Mr. J. C. Parkinson, Mr. Bancroft, Mr. Rudolph Gustave Glover, Mr. Andrew Halliday, Mr. H. G. Bohn, and Mr. George Augustus Sala, were bidders for some or other of the lots. The really special interest began when the two water-colors by Topham were put up. Mr. Forster's picture, "The Logan Rock," has portraits of Mr. Maclise, Mr. Dickens, and Mr. Stanfield in its foreground, but the figures are small, and the outsiders heard of this for the first time from Mr. Woods, the auctioneer. But every one knew the story of "Barnaby Rudge and his Mother," and of "Little Nell and her Grandfather in the Tent," and the one realized 110 and the other 275 guineas. "Little Nell's Home," by Cattermole, 160 guineas, and "Little Nell's Grave," 180 guineas. A series of small pencil sketches by John Leech, enclosed in a single frame, and bought by Mr. Dickens at the late artist's sale, realized sixteen guineas and a half. The cabinet picture, by Frank Stone, of "Tilda Price," from "Nicholas Nickleby," painted at Mr. Dickens' desire, and representing the buxom lass fixing a flower in the curls which made poor Miss Squeers so jealous, went for forty guineas; while Mr. Gale's exceedingly comic "Mr. F.'s Aunt," a miniature in oils, of the size of a playing card, brought sixty guineas. The brimstone and treacle scene from Dothoboys' Hall, rightly described in the catalogues as an exquisite specimen, had been well talked over during the three days the pictures were on view. The first bid was one of 400 guineas, and this solved the doubt, and the price run up in a few minutes to 500 guineas, at which it was knocked down. The portrait of Mr. Dickens in "Used Up," by the late Augustus Egg, sold for one hundred and seventy guineas. It was curious to remark the eager personal interest displayed when the more celebrated lots were about to be sold. There was a deep drawn breath before the first bid, and a sort of gasp of satisfaction when the hammer fell after rapid bidding and a good stiff price had been reached, which seemed to come from all in the room, and with the regularity and precision of a military exercise. The picture of Pickwick and Mrs. Bardell in *grisaille*, by Leslie, R. A., which is engraved as a frontispiece in the edition of "Pickwick" of 1854, represents Mrs. Bardwell when she had fainted in Mr. Pickwick's arms; and when, "before he had time to deposit her on a chair," Master Bardell entered the room ushering in Mr. Tupman, Mr. Winkle, and Mr. Snodgrass; this picture went for 131 guineas. The comments when this was seen on the movable easel proved how deeply rooted is the knowledge of Pickwick in the English mind. The gathering at Messrs. Christie's was not in any sense an artistic or literary one. The notabilities present were so completely in the minority that one had to scan the room to find them; and what some writers would term English Philistinism seemed as prominently represented as aught else. But when the Pickwick picture was up, the story it told was repeated and dwelt on with the keenest relish. But the enthusiasm culminated when the Dolly Varden was put up, and found vent in rounds of applause. The charming "mist of coquettishness" environing this dainty figure, its beauty, its tripping, lightsome step, the innocent playfulness of the fair young face, took the room by storm, and when a voice cried out, "five hundred guineas," a first bid, the applause broke out again. This masterpiece was finally knocked down for 1000 guineas. Mr. Dickens paid Mr. Frith just £20 for it twenty-seven years ago. The companion picture, "Kate Nickleby at Madame Mantalini's," brought 200 guineas, and then all eyes were on the Stanfields, which were now uncovered. The "Eddystone Lighthouse" brought 900 guineas, and the other two sea pieces 150 and 175 guineas respectively. When it is remembered that Mr. Dickens left these works of art at Tavistock House as fixtures, and that the tenant succeeding him required as a favor that they might be removed, as they "were disagreeable to his wife," their prices seem extraordinary. Another burst of applause came from the room when the full-length portrait of Mr. Dickens, by Maclise, was put up, and it was seen that Mr. George Scharf, the curator of the National Portrait Gallery, was bidding. Every one seemed to wish that this picture should become the property of the nation, but although it sold for what was, compared with the other prices, a small sum, it fell to the Rev. Sir Edward Jodrell for 660 guineas. The pictures alone realized 7698 guineas; and when the miscellaneous collection was put up, the sums realized were larger in proportion than anything which had gone before. A small bronze of an eagle on a rock went for twenty guineas and a half; the stuffed raven, which was the original of "Grip," in "Barnaby Rudge," for 120 guineas; and the Pickwick ladies at this rate:—That with a silver-gilt figure of Mr. Pickwick for £69 (knocked down after a keen competition to Andrew Halliday): the Fat Boy, £20; Old Weller, £51; Jingle, £30; Winkle, £23; Sam Weller, £64. Mr. Charles Dickens, Jr., bought three of the foregoing, and thus terminated one of the most remarkable sales on record. It is worth adding that the executors had no choice but to let it take place when and in the manner it did; the injunctions of the will being precise and binding that the things specified were to be sold by public auction within a month of death.

AN ENGLISH VIEW.

The "Thunderer" on the "Balance of Power"—Russia and the United States the Great Powers of the Future.

From the London Times, July 11.

In urging that every effort should be made for the maintenance of peace we are moved more by moral considerations than by those of traditional European policy. We may say at once that we care very little about the balance of power, which within the last two or three years has significantly disappeared from the preamble to the mutiny act. A war between France and Prussia would be a war for the left bank of the Rhine, and would no doubt be fought out until the capacity of the one to conquer or of the other to defend that debatable land was fully decided. The military result of such a war would affect us but little. The time has passed when it could matter to England whether any Western power possessed a few square miles more or less, or the command of this or that fortress. Since the last settlement of Europe States have come to maturity in the world which threaten to dwarf the ordinary members of the European system. Russia and the United States are the powers which the next generation will look upon as the most formidable. Moreover, the interests and attention of England are chiefly concerned with her own growing colonies and with the vast populations of Asia. The result of a Franco-Prussian war is of little moment to us politically, but we have an interest, in common with the whole of Europe, that the two most advanced nations of the Continent should not plunge into a contest the effect of which may be to divide them for a generation by an enduring hatred. How much the real strength of civilization may lose by such a convulsion it is impossible to foretell. We can only be certain that the importance of Western Europe, the principal field of human progress, will be diminished, perhaps permanently, by a fratricidal strife.

CITY INTELLIGENCE.

IMPORTANT TO VESSEL OWNERS—REPEAL OF THE TONNAGE TAX ON COASTING VESSELS.—Benjamin G. Huckel, acting Collector of the Port, is in receipt of the following circular from Washington, which is of considerable importance to vessel owners:—

"TREASURY DEPARTMENT, WASHINGTON, July 21, 1870.—By the twenty-fifth section of the 'Act to reduce Internal Taxes, and for other purposes,' approved July 14, 1870, it is enacted:—

"That section fifteen of the act approved July 14, 1862, entitled 'An act increasing temporarily the duties on imports, and for other purposes,' and section four of the act in amendment thereof, approved March 3, 1865, be and the same are hereby so amended that no ship, vessel, steamer, boat, barge or flat belonging to any citizen of the United States, travelling from one port or point within the United States to another port or point within the United States, or employed in the bank, whale, or other fisheries, shall hereafter be subject to the tonnage tax or duty provided for in said acts; and the proviso in section one hundred and three of the 'Act to provide internal revenue to support the Government, and to pay interest on the public debt, and for other purposes,' approved June 30, 1864, requiring an annual special tax to be paid by boats, barges, and flats, is hereby repealed.

"In accordance with the above provision of law no tonnage tax could be legally exacted after the 14th instant, and you are hereby instructed to abstain from its collection on receipt hereof; and all applications for refunding moneys so paid, from and after the 14th instant, you will forward with your report to this department. Very respectfully,

"GEO. S. BOUTWELL, Sec. of Treasury."

THE WEATHER.—Such intense heat as is now prevailing has not been experienced for many years past. During previous years the thermometer has risen to a higher point than has been reached so far in 1870, but the days on which this would occur would be succeeded by a day or more of tolerably cool temperature. During the present month there have been but few days on which the thermometer has not shown ninety degrees and over. Taking the minimum and maximum of this month, the average temperature is above 80 degrees. Below will be found a comparative table of the heat from the 16th to the 24th inst. inclusive, of July, 1869 and 1870. It was conceded that the corresponding month of last year was a very warm one, but a comparison will show that July, 1870, was several degrees warmer. During the past nine days the average was 85·47 degrees, while the corresponding days of 1869 gave an average of 76·35 degrees. The following is the table:—

	1869.		1870.		
July.	Max.	Min.	Max.	Min.	
16..	97·5	77	94	77·5	Clear and cloudy.
17..	91·5	77	97	82·5	Clear and cloudy.
18..	85	73	95	82·5	Cloudy and heavy shower.
19..	73·5	69	93	80·5	Cloudy and clear.
20..	77	68	88	77·5	Clear.
21..	84·5	69	91	75	Clear.
22..	78	62	89	74	Clear and cloudy.
23..	78	64	93	77	Clear.
24..	86	65	92	80	Clear and sprinkle of rain.

A PUBLIC BATH FOR GERMANTOWN.—Of the balance of the special appropriation for the location of public baths on the Delaware and Schuylkill rivers, $800 has been set apart for the erection of a similar structure in Germantown, the residents of which place, since the Wissahickon has been included within the limits of Fairmount Park, are without any streams for cleansing purposes. The site submitted for this new bath-house is on a lot adjoining the Town Hall. When completed the cost will be about $1200. The pool will be 60 feet long and 30 feet wide, averaging five feet in depth. As the sum appropriated is not sufficient for the purpose, the citizens have been called upon, and already the necessary difference has been almost secured. The rules adopted for the government for all our bath-houses are as follows:—Open free every week day from 5 A. M. to 9 P. M.; Sundays from 5 to 9 A. M. Days for men, Mondays, Wednesdays, and Saturdays; days for females, Tuesdays, Thursdays, and Fridays; Sunday mornings for males. No person admitted without a ticket. Time allowed in bath-house, thirty minutes. Use of towels, three cents.

A PORTRAIT OF DICKENS.—From Messrs. James S. Earle & Sons we have received a chromo-lithographic portrait of Charles Dickens, which has just been issued by Prang, of Boston. This picture has been copied in colors from one of the best portraits of Mr. Dickens extant, and it will be recognized by all who had the pleasure of seeing the great novelist during his second visit to this country as an excellent likeness. This chromo is rather larger than the ordinary carte de visite size of pictures, and, enclosed in a neat and tasteful rustic frame, it will make an attractive ornament for the library. This portrait of Mr. Dickens has only been published a few days, and a great number have already been sold by the Messrs. Earle. Its convenient size and artistic appearance promise to make it the most popular likeness of Dickens ever issued.

ATTEMPTED BURGLARY.—About 1 o'clock this morning Officer Keightley ascertained that a gang of thieves intended robbing the residences of Mr. J. P. Harris and Mr. Simmonton, at Harrowgate. Accordingly he procured the assistance of some citizens, and visiting the houses found the gang at work. The officer ordered them off, when they drew revolvers and showed fight. Finding they were getting the worst of it, the thieves turned and ran. One of the number, named Alexander Clark, was captured, and Alderman Stears sent him to prison.

TROUBLES OF POLICEMEN.—Officer Ryan yesterday arrested one John Grass for drunkenness, whereupon John resisted and beat the officer severely. The latter held on to him, however, and took him before Alderman Bonsall, who sent him to prison.

Officer Goodfellow yesterday afternoon arrested Francis Roche for raising a row in Centre street, Germantown. Roche objected to going to the station house, and administered to the officer a severe beating. Alderman Good held him in $2000 bail to answer.

SMASHERS.—William French and another intoxicated individual entered a tavern at Nineteenth and Buttonwood streets yesterday, and called for drinks. They were refused, whereupon the pair retired to the street and commenced hurling bricks through the window. A couple of policemen put an end to the sport, and Alderman Pancoast held the pair in $800 bail each to answer.

DOMESTIC.—Owen McIlwain, residing at No. 2416 Callowhill street, yesterday, whilst drunk, attacked and beat his daughter with a rule. Mrs. McIlwain, interfering to protect her child, was also beaten by the inhuman husband and father. A policeman being called in, Owen was arrested, and Alderman Pancoast sent him to prison.

ABATING A NUISANCE.—Yesterday afternoon Lieutenant Kelley made a descent upon the gang of rowdies that every Sunday gather at Oakdale Park, and captured some twenty or thirty of them. The complaints about the way in which things are done at Oakdale on Sunday have become very numerous, and the Mayor has determined to put a stop to it.

THE "KINCHIN LAY."—Margaret Heller, aged fifteen, who professes to reside at No. 619 Barker street, was arrested on Saturday for highway robbery. Margaret has been in the habit of accosting children on the street and robbing them. She will have a hearing to-day at the Central Station.

BENNIS AGAIN.—Charles Bennis, a Hibernian, residing in Germantown, whose character is that of a brawler, was yesterday arrested for committing an assault and battery upon a citizen. Alderman Thomas held Bennis in $1500 bail to answer.

HYDROPHOBIA.—A dog suffering from an attack of hydrophobia was yesterday killed at Broad and Chesnut streets. Another one was shot at No. 731 Sansom street.

COLORED.—Alderman Burns has sent to prison twelve ebony-hued individuals for insulting women. The party were arrested on Palethorp street last evening.

THIRD EDITION

Ireland's Sympathy with France.

The Army of the Baltic.

The Senate and Corps Legislatif.

Interview with Napoleon.

He Gives the Cause of War.

The Alaska Seal Fisheries.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The French-Spanish Treaty.

MADRID, July 25.—The existence of a treaty offensive and defensive between Spain and France is denied by the ministerial organs here, but is reasserted by the other journals nevertheless.

Ireland's Sympathy with France.

DUBLIN, July 25.—The sympathy of Ireland is almost unanimously with France. Large meetings were held at Dublin, Cork and elsewere in Ireland yesterday, and strong Gallican resolutions were adopted.

Another Italian Loan.

FLORENCE, July 25.—The Italian Chambers have passed a law authorizing the negotiation of a loan of six million livres.

French Volunteers.

PARIS, July 25.—The number of volunteers already enrolled in France is 110,000.

Army of the Baltic.

It is now tolerably certain that the Count de Palikao will be commander-in-chief of the Army of the Baltic.

Closing of the Corps Legislatif.

The *Journel Officiel* of this morning publishes a decree closing the session of the Senate and Corps Legislatif. The *Journal* has several other official declarations; one touching the inviolability of the neutrality of neighboring powers, and another in regard to strengthening the fortifications of France.

Movements of the Emperor and Empress.

It is reported to-day that the Empress has gone to Cherbourg to visit the fleet. It is now said that the Emperor will go to the front about Thursday next.

The Emperor on the Causes of the War.

LONDON, July 25.—The *Morning Telegraph* prints to-day, in large type, a communication reciting an interview recently had with the Emperor Napoleon a fortnight ago. The Emperor had no thought of war with Prussia. He was still unready. But France was slipping from his hands, and in order to rule he must lead France to war.

The Emperor related the contents of the despatches between himself and Bismarck, claiming that the latter wanted too much and wanted it too soon. The Emperor demanded Luxemburg, in 1866, as an equivalent for the neutrality of France in Prussia's war with Austria. Bismarck replied by a demand for Holland as an equivalent for Luxemburg.

The Emperor replied to this demand of Bismarck that should the independence of Holland be attacked by Prussia it would be regarded as a declaration of war. Count Benedetti was present at the interview when these facts were elicited.

FROM WASHINGTON.

The Seal Fisheries.

Despatch to the Associated Press.

WASHINGTON, July 25.—Secretary Boutwell met the seal islands bidders to-day, and determined to make no award until to-morrow.

S. Clinton Hastings, of San Francisco, who bid $163,000, withdrew the bid to-day, for these reasons:—First, because, after investigation, he determined that his bid was too high; and second, because, after consideration, he was satisfied he could not legitimately come within the condition requiring every bidder to be familiar with the business.

For the latter reason C. M. Lockwood of Oregon, Thomas W. Sweeny of Philadelphia, L. Adams & Son of Philadelphia, Lewis A. Welton of New York, and Talbot T. Fowler of Washington were ruled out to-day by the Secretary. leaving only eight contestants for the contract.

Naval Orders.

Paymaster Robert B. Rodney has been ordered to the Terror; Midshipman John S. Abbot to the Brooklyn; Surgeon Thomas W. Leach to the Portsmouth, N. H., Navy Yard; and Paymaster George S. Mead to the Dictator.

FROM NEW ENGLAND.

Attempted Suicide.

LOWELL, July 25.—Benjamin Robinson, an old and respected dry goods dealer, attempted to commit suicide on Sunday morning by cutting his throat. He is just alive to-day. There was no apparent cause for the act, except that he was distressed by the heat.

BOSTON, July 25.—Yesterday afternoon John E. Stonell, residing on Tudor street, attempted suicide by hanging, but was discovered and cut down before life was extinct. Family trouble is alleged as the cause.

Last night John Shea, for being drunk, was committed to the station-house. He attempted to hang himself, but was cut down and resuscitated.

Drowning Case.

BOSTON, July 25.—Edward Murray, aged 19, was drowned while bathing yesterday. He got beyond his depth, and was drowned before assistance could be rendered.

Baltimore Produce Market.

BALTIMORE, July 25.—Cotton firmer at 19½c. Flour dull and less firm. Wheat dull, and declined 5c.; receipts 23,000 bushels, nearly all new; sales of red at $1·50@1·80; white $1·55@1·88. Corn—White, $1·22@1·25; yellow, $1·10@1·14. Oats—Receipts 17,000 bushels, all new; sales at 57@59c. for new; and 62@65c. for old. Rye, 95c.@$1·05. Provisions firm and unchanged; Mess pork, $31; Bacon rib sides, 17¾@18c.; clear do., 18¼@18½c.; shoulders, 15¼@15½c.; hams, 26c. Lard, 17@17½c. Whisky quiet at $1·04.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

100 sh Leh Nav..... 33½	200 sh Read.2d&1.47 1-16
200 do.......ls. 33½	100 do.......47 1-16
16 sh Leh Val.s5wn 57¾	100 do.......... 47¼
4 do...s5wn. 57½	100 do.....b30. 47¼
8 do.......... 57½	200 do.......47 1-16
100 sh Penna R..2d. 57½	100 do.......47 1-16
100 sh Reading R... 47	100 do.....b30. 47¼
300 do.......ls. 47	100 do.......47 1-16
200 do.....b30. 47¼	200 do.....ls.47 1-16

SECOND BOARD.

$1000 Leh Gold L.c. 88¾	25 sh O C & A R... 44
$3900 City 6s, Old...	100 do.......... 44
2 ctfs. 100¾	100 do.......... 44
$1600 Amer Gold.....120¾	100 do.......... 44½
2 sh Penna R.... 57¾	100 do.......... 44½
100 sh Read R..b30. 47¾	200 do.......ls. 44½
100 do....b5.47 3-16	

FOURTH EDITION

AFFAIRS AT THE CAPITAL.

German Sympathy with Prussia.

Sheridan and His Mission.

THIS AFTERNOON'S WAR NEWS.

Skirmish and French Defeat.

Funeral of Chevalier de Loosey

FROM EUROPE.

Particulars of the Prussian Raid—Defeat of the French.

LONDON, July 25—2 P. M.—The following despatches have just been received from Saarbruck by way of Berlin:—On Sunday a body of Prussians crossed the frontier near Saarbruck. They penetrated the country several miles and at length found the French in considerable force near the town of Gerseville. Sharp skirmishing ensued between the forces, and the French soon retired, leaving ten killed and wounded on the field. There was no loss on the Prussian side. This action has demonstrated that the needle-guns is superior to the Chassepot.

Prussians Capture a French Custom House.

Subsequently a company of the Prussian 17th Regiment of the line captured a French Custom House at Schrecklingen. The officers of the Custom House made stout resistance, and were all either killed or captured. One Prussian officer was slightly wounded in this engagement.

French Deserters.

Deserters from the French army are very numerous. They are continually coming into the Prussian lines.

Ship Arrivals.

QUEENSTOWN, July 25.—Steamships Batavia, Nevada, and City of Brussels, from New York for Liverpool, have arrived at this port.

This Afternoon's Quotations.

LONDON, July 25—1·30 P. M.—Consols 89½ for money and account. American securities quiet; U. S. five-twenties, 81½ for the issue of 1867. Stocks flat; Erie, 15½.

LIVERPOOL, July 25—1·30 P. M.—California wheat, 11s. 8d.@11s. 9d. Corn, 35s. Pork, 120s. Lard firmer. Beef, 118s. 6d. Bacon, 58s.

ANTWERP, July 25.—Petroleum dull and declining at 49f.

FROM WASHINGTON.

WASHINGTON, July 25.

Special Despatch to The Evening Telegraph.

General Sheridan

has received his instructions relative to his European trip, and will sail in the steamer leaving New York on Wednesday. He will not be subject to the board of military officers now in Europe, but will act independently. He carries with him letters from the President, Secretary of War, and General Sherman, addressed to prominent persons in Europe.

Insurrection in Venezuela.

The Navy Department has information to the effect that a fight has taken place between the Government and insurrectionary parties in Venezuela, and that the insurgents were beaten. A French and a North German man-of-war had raised the blockade at Puerto Cabello, Laguayra, and other ports.

The English Mission.

It is understood at the State Department that Mr. Frelinghuysen, during his visit to the President at Long Branch last week, formally accepted the mission to England, and signified his intention to sail about the 1st of September.

German Popular Meeting.

The Germans of this city hold a large meeting to-night, to express sympathy for the Prussians in their contest with France. It will be held at the Schutzen Park, where the Germans are now holding a festival. It is understood that the New York *World* and some other Democratic papers that have been leaning towards the French side of the question will be denounced by the Germans to-night. Carl Schurz is expected to be the chief orator.

SERIOUS ACCIDENT AT POINT BREEZE.—The supports of a scaffold erected around a tank which is being constructed by the Pennsylvania Oil Company on the Schuylkill opposite the Point Breeze Gas Works gave way this morning, and the whole affair came crashing to the ground. A number of workmen were on the boards at the time, nearly all of whom sustained greater or less injuries. Edward Agins was badly bruised about the body. John Manson had an arm and leg broken. Hugh Morgan was much bruised about the body. Another one was so badly injured as to be unable to articulate his name. The injured were at once removed to the Pennsylvania Hospital.

THE HEAT.—The weather keeps the thermometer yet among the nineties, and outdoor work is almost a matter of impossibility. Even pedestrians are made the victims of the sun's scorching rays. Yesterday, about 7 P. M., James Keating dropped dead at No. 1312 Alder street.

David W. Scott, aged twenty-eight, residing on Colton street, Manayunk, died about 8·30 o'clock this morning.

Samuel Rogers, aged fifty-nine, residing at No. 1315 Winslow street, was prostrated at Broad and Hamilton streets. He was removed to his home.

BEER.—On Friday last a blind man took board at the house of William Schlaghter, Third and Girard avenue, depositing with him for safe keeping $43. Yesterday desiring to leave he called for his cash, and was told that he had drank it out in beer. The blind man knew better, however, and called for his whole amount. Schlahtger to effect a compromise gave him $35. Not satisfied, the blind man had Schlaghter arrested, and Alderman Burns committed him to prison.

FALL OF A SCAFFOLD.—About 9·30 this morning a scaffold used by some workmen engaged in repairing the roof of Morgan & Orr's foundry, Callowhill street, below Thirteenth, gave way, precipitating three of them to the ground. One named Jesse Noudem Kirk was seriously injured about the head. He was removed to his residence, No. 1317 Wood street. The other two escaped with slight bruises.

SEIZURE OF A WHISKY DISTILLERY.—United States Marshal Beale, at eight o'clock this morning, paid a visit to Richmond and succeeded in capturing an illicit distillery in full operation on Monmouth's court. He also arrested James Kelley and Michael Meenan, who were on the place. They will have a hearing on Wednesday at noon before United States Commissioner Clarke.

MUSICAL.—On Friday night last the hall of the Harmonie Music Society, S. W. corner of Fifth and Callowhill streets, was entered, a closet broken open, and a silver goblet valued at $200 stolen therefrom. The cup was valued highly as a memento, it having been presented to the society by the Washington Sængerbund.

PUGILISTIC.—On Saturday night a female vagrant named Nelly Gibson was arrested and locked up in the Third District Station House for drunkenness. Shortly afterwards another "tramp" was placed in the cell with her. Nelly taking umbrage at this attacked and beat No. 2 badly. For this Nelly was sent to prison.

FIFTH EDITION

LATEST WAR NEWS.

The French Base.

No Engagement Yet.

Etc., Etc., Etc., Etc., Etc.

LONDON, July 25—4 P. M.—The French base of operations extends from Strasbourg to Thionville, a few miles north of Metz. The centre is between Bitchsche and Starnald.

The second line at Metz is capable of expansion to the centre and to Thionville. Up to this hour no report of any general engagement has been received here.

PARIS, July 25—P. M.—No report of any battle has yet been received, and none is, indeed, expected for some days yet.

FROM NEW YORK.

Funeral of the Late Austrian Consul-General.

NEW YORK, July 25.—The funeral of Chevalier Charles F. de Loosey, the late Consul-General of Austria, took place this morning from St. Stephen's Church. The pall bearers were S. M. Barlow, Eugene Dutilk, Count Esterhazy, Austrian Minister, Albert Havemeyer, M. W. Hurlburt, and General S. M. Merritt. Mozart's Grand Requiem Mass was sang. Rev. Father Griffin preached the funeral sermon. Among other distinguished persons present were Sir Edward Thornton, British Minister; Consul Archibald, and the Ministers and Consuls of Portugal, South America, Italy, the North German Confederation, Bavaria, and the Argentine Confederation.

FROM THE DOMINION.

Recruiting for the French Army in Canada.

TORONTO, July 25.—The Montreal correspondent of the *Globe* says a gentleman who arrived lately from France took an office in St. James street, and has within the last few days been actively engaged in recruiting for the French army. Recruits have their passage paid to Europe, where they are promised a bounty. Most of the recruits so far have been Irishmen. The recruiting officer seems to have means, as he opened an account with one of the banks to the amount of $50,000.

FROM THE PLAINS.

Disorder in Mormondom.

SALT LAKE, July 25.—Last night, at a reception given by Colonel Findley Anderson to General Augur and staff, a large number of Mormons gathered in front of the house and insulted the Colonel and guests, and finally broke up the party.

George Cronyn, a prominent member of the Anti-Brigham Young Government, was found dead to day. It is said that he committed suicide.

FROM NEW ENGLAND.

Railroad Accident.

BOSTON, July 25.—Two men were killed this noon by the falling of the Lowell Railroad grain elevator, and it is reported that three others are buried in the ruins. Two dead bodies have been recovered.

The thermometer indicates 96 in the shade.

FROM NEW JERSEY.

A Destructive Fire.

JAMESTOWN, July 25.—A fire broke out here this morning which destroyed three stores, causing a loss of $50,000; insured for $30,000.

AMAZONIAN.—Caroline Berger, a domestic employed by Mrs. Lewis Gross, No. 810 North Twentieth street, on Saturday attacked and beat severely a fellow-servant from the Emerald Isle. Alderman Pancoast held Caroline in $800 bail to answer.

AN UNSAFE BED.—Wilson McConaghy, residing No. 826 Capitol street, last night made his bed on the roof of a two-story rear building. Whilst wrapped in the arms of Morpheus Wilson rolled off, and in falling injurer himself seriously.

COATS.—Christopher Hess, who has been residing at the boarding-house of J. S. Hauser, No. 106 North Fifth street, left suddenly on Saturday, and with him several coats belonging to his fellow-boarders.

BITTEN BY A DOG.—About 11 o'clock this morning Francis Bausch, five years of age, whose parents reside at No. 1324 Lawrence street, was seriously bitten by a dog at Fifth and Thompson streets. The animal was killed.

RIOTING.—John McMullin was arrested at Engel & Wolf's farm on Saturday afternoon for drunkenness and inciting to riot. Alderman Allison held him in $1000 bail to answer.

SICK.—About 8·30 Saturday evening a female named Mary Kelley was attacked with an epileptic fit at Nineteenth and Callowhill streets. She was removed to St. Joseph's Hospital.

BATHING.—The Schuylkill Harbor Police yesterday arrested six boys for bathing in the Schuylkill, near the Wire Bridge.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
3 25 wfm§ No. 324 CHESNUT Street, below Fourth.

CROQUET IN GREAT VARIETY.
Rock Maple Croquet only $8·50.
Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only $1·00; by mail, $1·15.
One quire of Paper and one pack of Envelopes, stamped, only 30 cents.
J. LINERD,
Stationer and Card Engraver,
6 29wsm 9mSp No. 921 SPRING GARDEN Street.

CROQUET.
CROQUET, full size set, $3·50; 16 different kinds, wholesale and retail.
Just received, a new assortment of FRENCH PAPERS AND ENVELOPES.
INITIALS and MONOGRAMS stamped in colors, free of charge.
R. HOSKINS & CO.,
No. 913 ARCH Street.

A BILL HAS PASSED ONE BRANCH OF Congress, giving $100 to the widow, children, or parents of all soldiers who died in the service, where the soldier enlisted for one year or less. For further information apply to No. 125 S. SEVENTH Street. This will give $100 to the heirs of all soldiers who died in service, belonging to any nine months' regiments or three months' regiments. Applications are received daily by
R. S. LEAGUE & CO.

IMPORTANT TO PERSONS GOING TO EUROPE.—Passports issued by the State Department of the United States Government are the only ones recognized now by the Ministers and Consuls of the United States, and can be obtained in twenty-four hours, on an application made in person or by letter to the Official Passport Bureau. R. S. LEAGUE & CO., No. 125 South SEVENTH Street, Philadelphia.

CLAIMS AGAINST THE MEXICAN GOVernment promptly prepared for adjustment and settlement, by the Commission now in session. All applications must be filed before June 1, 1870. Apply either in person or by letter to ROBERT S. LEAGUE & CO., No. 125 South SEVENTH Street, Philadelphia.